

July 21, 2005

PROPOSED FEDERAL CAPITAL IMPROVEMENTS PROGRAM

FOR THE NATIONAL CAPITAL REGION

Fiscal Years 2006-2011



Introduction

The National Capital Planning Commission is responsible for planning the orderly development of the federal establishment in the National Capital Region, which consists of the District of Columbia, the official seat of the national government, the surrounding counties within the states of Maryland and Virginia—Montgomery, Prince George's, Arlington, Fairfax, Loudoun, and Prince William Counties—and the incorporated cities therein.

The National Capital Planning Commission (NCPC or the Commission) has authority to evaluate proposed federal capital projects for their conformity with its own adopted plans and policies. NCPC also uses its review through the Federal Capital Improvements Program (FCIP) to help guide its planning activities in the region. At an early stage, the FCIP identifies projects that are important to the federal establishment and that may have potential adverse impacts or planning problems.

Each year, NCPC reviews and makes recommendations on proposed federal capital improvements within the six-year FCIP. NCPC's project recommendations assist the Office of Management and Budget (OMB) in reaching budgetary decisions about proposed regional federal capital projects and aid the Commission in initiating the early coordination of federal projects with state and local governments.

NCPC's recommendations are based on the extent to which proposed projects conform to planning and development policies in the region as described in plans and programs adopted by the Commission, regional planning bodies, and local and state governments (including the *Comprehensive Plan for the National Capital: Federal Elements* and federal agency systems plans and master plans). The first year of this FCIP represents funding requests contained in the President's fiscal year 2006 budget transmitted to Congress in early 2005. Projects scheduled in the second to sixth years involve extended funding, or are new projects that will be scheduled year-by-year until they are ready for funding consideration.

The National Capital Planning Commission's recommendations and comments within the FCIP do not represent approval or denial of proposed projects. Inclusion of projects within the FCIP shall not be construed or represented to constitute Commission review of development or project plans pursuant to Section 5 of the National Capital Planning Act, or any other applicable statute.

Program Summary

SUMMARY

The Federal Capital Improvements Program for FYs 2006-2011 contains 189 proposed projects. Of this total, 150 have been submitted by other agencies and are recommended for funding, and the remaining 39 have been submitted by NCPC and are recommended for future programming.

The estimated total cost of the 150 projects recommended for funding for FYs 2006-2011 is \$6,938,122,000. Of these submitted projects, NCPC strongly endorses funding for 38. These projects are considered critical to strategically advancing and implementing significant NCPC and local planning policies and initiatives, as well as other important federal interests. NCPC further recommends funding for 112 projects that are in conformance with NCPC and local plans and policies.

The number of projects recommended for funding, the total costs of these projects, and the allocation of the total program costs among major jurisdictions are represented in Table 1, Program Summary. This table includes projects funded through private donations.

TABLE 1, PROGRAM SUMMARY

	Number of Projects	Total Cost \$(000,000)	Percent of Total Program Costs
District of Columbia	73	4,280	61.69
Maryland			
Montgomery County	15	952	13.72
Prince George's County	41	319	4.60
Subtotal	56	1,271	18.32
Virginia			
Arlington County	15	720	10.38
Fairfax County	2	9	0.13
Prince William County	1	140	2.02
Subtotal	18	869	12.53
National Capital Region (Woodrow Wilson Bridge Replacement)	3	518	7.47
Total Region	150	6,938	100.00

NOTE: The information in Table 1, Program Summary, does not reflect complete information from certain Department of Defense facilities that have been identified in the May 1, 2005 Base Realignment and Closure Recommendations.

Of the 39 projects that have been submitted by NCPC and recommended for future programming, NCPC strongly endorses 16 that are critical to strategically advancing and implementing significant Commission and local planning policies and initiatives, as well as other important federal interests.

NCPC further recommends that the appropriate agencies program the remaining 23 projects into their budgets as soon as fiscal and budgetary conditions permit.

PROJECT RECOMMENDATION SUMMARY

This Section will be provided for the final proposed FCIP document.

Recommended and Strongly Endorsed

DEPARTMENT OF AGRICULTURE

National Arboretum

Storm Water Management

USDA Headquarters

Agriculture South Building Modernization

Perimeter Security

DEPARTMENT OF THE ARMY

U.S. Army Corps of Engineers

Washington, D.C. and Vicinity Flood Control Project

DEPARTMENT OF DEFENSE

The Pentagon

Air Force Memorial Site Preparation

Pentagon Renovation

Pentagon Memorial

GENERAL SERVICES ADMINISTRATION

Internal Revenue Service Building Modernization

Eisenhower Executive Office Building Modernization

General Services Administration, National Office Building Modernization

Federal Office Building 8 Modernization

Federal Office Building 10A Modernization

General Services Administration, Regional Office Building Modernization

Department of Housing and Urban Development, Robert C. Weaver Building

Department of State, Harry S. Truman Building Modernization

Department of Commerce, Herbert C. Hoover Building Modernization

Mary E. Switzer Building Modernization

Department of the Interior Building Modernization

Lafayette Building Modernization

Wilbur J. Cohen Building Modernization

Department of Health and Human Services, Hubert H. Humphrey Building Modernization

New Executive Office Building Systems Replacement

Department of Labor, Frances Perkins Building Modernization

Federal Trade Commission Building Modernization

Forrestal Building Modernization

E. Barrett Prettyman U.S. Courthouse Modernization

J. Edgar Hoover Building Modernization

DEPARTMENT OF THE INTERIOR

National Park Service

Structural & Utility Rehabilitation for the Executive Residence

Preserve and Protect Meridian Hill Park (2)

*Proposed Federal Capital Improvements Program FYs 2006-2011
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Stabilize Fort Washington Park

SMITHSONIAN INSTITUTION

Construct/Install Anti-Terrorism Protection (not mapped)

Restore Arts and Industries Building

Restore Renwick Gallery

DEPARTMENT OF STATE

Security Upgrades for Harry S Truman Building

Blast Resistant Windows

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

National Mall Road Improvements

Kennedy Center Plaza Project

ALL DEPARTMENTS

Federal Triangle and Pennsylvania Avenue (3rd to 15th Streets, NW) Perimeter Security and Streetscape Improvements

Constitution Avenue (17th to 23rd Streets, NW) Perimeter Security and Streetscape Improvements

Independence Avenue (3rd to 14th Streets, SW) Perimeter Security and Streetscape Improvements

10th Street, SW Perimeter Security and Streetscape Improvements

Maryland Avenue, SW Perimeter Security and Streetscape Improvements

West End Perimeter Security and Streetscape Improvements

Southwest Federal Center Perimeter Security and Streetscape Improvements

Downtown Perimeter Security and Streetscape Improvements

Federal Bureau of Investigation Perimeter Security and Streetscape Improvements

Mobility and Parking Impact Studies (not mapped)

Downtown Circulator (not mapped)

South Capitol Street Waterfront Park

South Capitol Street Reconstruction

New Frederick Douglass Memorial Bridge

Railroad Relocation Feasibility Study (not mapped)

RFK Stadium Site Redevelopment Study

Recommended

DEPARTMENT OF AGRICULTURE

U.S. National Arboretum

Bladensburg Road Entrance

Chinese Garden

Fern Valley Native Planet Garden

Hickey Run

Replace Restroom (Asian Valley)

Asian Valley Paths Renovation

Azalea Paths Renovation

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Events Pavilion
Ellipse Area Development
Greenhouse Complex Renovation
Lab/Office Facility
Administration Building Modernization
Education and Visitor Center

Beltsville Agricultural Research Center

New Beef Parasitology Facility
New Poultry Parasitology Facility
New Beef Research Facility
Infrastructure 200 Area
New Dairy Maternity Facilities
New Swine Parasitology Facility
New Beef Quarantine
New Four Dairy Heifer Facilities
Animal Immunology
New Calf Shelter
New Plant Science Facility

National Agricultural Library

Replace Tower Windows
NAL, Repair of Brick Veneer
Repair to Sidewalks

DEPARTMENT OF THE ARMY

Arlington National Cemetery

Columbarium Phase IV B (Court 7)
Memorial Drive Ramp Realignment
Facility Maintenance Complex Materials Storage Bldg.
Parking Garage Repairs
Millennium Land Development Project
Virginia Rt. 110 Parking Garage Modifications and Entrance
Facility Maintenance Complex Vehicle Storage Bldg.
USS Maine Memorial Restoration
Columbarium Phase V (Court 9)
Land Expansion - Navy Annex
Total Cemetery Management System Development

DEPARTMENT OF THE AIR FORCE

Air Force District of Washington, Bolling Air Force Base

Replace/Improve Family Housing

GENERAL SERVICES ADMINISTRATION

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Remote Delivery Service Center (not mapped)
Saint Elizabeth's Hospital Modernization
J. Edgar Hoover Building, Upgrade Electrical System
Fire and Life Safety Systems, Postal Square
Fire and Life Safety Systems, Frances Perkins Building
Fire and Life Safety Systems, J. Edgar Hoover Building
Fire and Life Safety Systems, Department of Housing and Urban Development
Fire and Life Safety Systems, Federal Office Building 10A
Fire and Life Safety Systems, Internal Revenue Service Building
National Courts Window Replacement
HOTD Steam Distribution Complex
Theodore Roosevelt Building Reheat Coils
Southern Maryland Courthouse Annex

White Oak

Food and Drug Administration Consolidation

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

Animal Research Center/Central Vivarium
John Edward Porter Neuroscience Research Center, Phase II
Northwest Child Care Facility
Demolish Buildings 14/28/32
South Quad Parking Facility
South Quad Utility Expansion (Chiller/Boiler #7)
Building 37 Basement Renovation
Building 3 Renovation
Laboratory N, Center for the Biology of Disease, South Quad
Laboratory P, Center for the Biology of Disease, South Quad
Buildings 29A and 29B Renovation and Demolition of Building 29
Building 10 Clinical Research Core Renovations

DEPARTMENT OF HOMELAND SECURITY

Federal Law Enforcement Training Center

Building 1, Administration
Building 1A, Classroom and Simulator
Building 12, U.S. Capitol Police Tactical Training
Building 17, Remote Mail Delivery and Warehouse
Building 5, Four 25 Yard Indoor Firing Ranges

DEPARTMENT OF THE INTERIOR

National Park Service

Preserve Peirce Mill Structure and Restore Milling Machinery Grounds
Theodore Roosevelt Memorial Rehabilitate Site

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- Rehabilitate Arlington House
- Restore Seneca Village Historic Scene (Riley's Lock), C & O Canal
- Repair/Rehabilitate Great Falls Visitor Center and Facilities
- Replace Main Gate Facility at Filene Center, Wolf Trap

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Goddard Space Flight Center

- Space Sciences Building
- I/T Facilities Environmental Control Upgrades, Building 5 Phase II
- Site Utilities Upgrade – Steam Distribution
- Modernize Magnetic Test Facility Area 300
- Repair/Replace Roofs, Various Buildings
- Repair Emergency Chiller
- Facility Master Plan Road Upgrade
- Restore Building 23
- North Gate Security Enhancements
- Main Substation Transformer Replacement
- Rehabilitate HVAC Systems and Controls, Various Buildings
- Repair Central Power Plant Equipment
- Modify Various Buildings for Accessibility
- Rehabilitate Building 5
- Restore Chilled Water Distribution System
- Restore Domestic Water/Sewer
- Replace Low Voltage Electrical Systems, Various Buildings
- Upgrade Fire Alarm Systems, Various Buildings

DEPARTMENT OF THE NAVY

Naval Observatory

- Atomic Clock Vault

Naval Research Laboratory

- Advanced Computing Facility

Washington Navy Yard

- Renovate Building W-200

Naval Surface Warfare Division Carderock

- Engineering Management & Logistics Facility

SMITHSONIAN INSTITUTION

- National Museum of Natural History Revitalization
- Revitalize National Museum of American History, Behring Center Public Space
- Restore and Waterproof Hirshhorn Plaza and Foundation Walls
- Freer Gallery Exterior Restoration
- National Museum of African American History and Culture

National Zoological Park

- Renovate Former Elephant House

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Asia Trail

Renovate Wetlands Area

Valley Revitalization

Museum Support Center, Suitland

Museum Support Center Pod 5

Museum Support Center Pod 3

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

14th Street Bridge/George Washington Parkway Improvements

I-95/495 Baltimore-Washington Parkway Bridge Improvements

Woodrow Wilson Bridge Replacement

Manassas Battlefield Park Bypass

Recommended For Program Purposes Only

There are no projects submitted that are recommended for program purposes only for the fiscal year 2006-2011 program.

Recommended for Future Programming

DEPARTMENT OF AGRICULTURE

Conversion of the Department of Agriculture Building on the National Mall to a Public Use

GENERAL SERVICES ADMINISTRATION

Federal Triangle Lighting

Lafayette Building Exterior Refinishing

DEPARTMENT OF THE INTERIOR

National Park Service

Repair Seawalls, West Potomac Park

Fort Circle Parks System (not mapped)

Georgetown Waterfront Park Design and Construction

Improve Pedestrian Linkages Between National Mall Attractions and the Anacostia and Potomac River Waterfronts

Update the National Mall Master Plan

Boundary Markers of the Nation's Capital (not mapped)

DEPARTMENT OF STATE

Develop a New Foreign Missions Center (not mapped)

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Roosevelt Bridge Rehabilitation

Federal Railroad Administration

High Speed Rail to Baltimore-Washington International Airport (not mapped)

Federal Transit Administration

Dulles Corridor Rapid Transit Project (not mapped)

Light Rail Projects in the District of Columbia, Virginia, and Maryland (not mapped)

DEPARTMENTS OF THE INTERIOR, AIR FORCE, NAVY, AND ARMY

Develop Waterfront Parks

ALL AGENCIES

Plan and Design to Deck-over and Remove Portions of the Southwest/Southeast Freeway

Tour Bus Parking Facility (not mapped)

Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail (not mapped)

Regional Visitor's Center and Information Kiosks (not mapped)

Future Site Acquisitions for Memorial and Museum Uses (not mapped)

Water Taxi System (not mapped)

Regional Park System (not mapped)

Regional "Blue Trail" System (not mapped)

Recommended for Deferral

There are no projects submitted that are recommended for deferral for the fiscal year 2006-2011 program.

Not Recommended

There are no projects submitted that are not recommended for the fiscal year 2006-2011 program.

Program Process

FCIP FUNCTION AND PROCESS

Capital Improvement Definition

For purposes of the Federal Capital Improvements Program, a capital improvement is defined as a non-recurring expenditure or any expenditure for physical improvements. Costs may derive from acquiring existing buildings, land, or interests in land; constructing new buildings or other structures; making additions and major alterations; constructing streets, highways, or utility lines; acquiring fixed equipment; and landscaping.

Expenditures for federal capital improvements include:

- Funds appropriated by Congress.
- Non-appropriated federal funds generated from sources such as retail sales at United States postal facilities, military stores, and officers' clubs.
- Funds provided by the private sector for construction on federal property or for construction on private land, provided the new structure is for occupancy and eventual ownership by the federal government.

Role and Function of the FCIP

The Federal Capital Improvements Program is a planning and budgeting tool. The National Capital Planning Commission reviews proposed federal capital projects within the National Capital Region for their conformity with adopted federal plans and policies and makes recommendations based on this review. The Commission transmits these recommendations to the Office of Management and Budget, which, in turn, uses the information in developing the President's annual budget.

NCPC's recommendations and comments within the FCIP are based on the extent to which proposed projects conform to planning and development policies in the region, as described in plans and programs adopted by the Commission, regional planning bodies, and local and state governments. The Commission's recommendations signify an assessment of the project's contribution to implementing planning policies and initiatives or supporting key federal interests.

As an initial assessment of proposed federal capital projects, the FCIP also allows the Commission to identify, at an early stage, projects that are important to the orderly development of the federal establishment, in addition to projects that may pose planning problems or cause adverse impacts.

Another function of the FCIP is to coordinate proposed federal agency capital projects with agencies' long-range systems plans and NCPC-approved master plans and site and building plans for federal installations or single facilities. The FCIP functions as a vital first step in the implementation of these plans by serving as an early notification and coordinating tool for interested and affected local, regional, and state agencies.

State and local governments also submit their capital improvements programs to NCPC for review. This allows the Commission to determine, at an early stage, whether state and local projects negatively affect federal interests. This process ensures that related projects are coordinated, possibly avoiding delays at the time of formal review. This results in cost savings to local and state governments and overall improvements in the regional economy.

FCIP Preparation Process

Preparing the Federal Capital Improvements Program requires federal departments and agencies to submit their annual capital budget requests and five "out-years" capital programs to the National Capital Planning Commission. Year one of the FCIP represents funding requests contained in the

President's fiscal year 2006 budget (the capital budget). The second to sixth years represent yearly funding requests for specific projects, or funding requests for new projects scheduled year-by-year (the capital program).

NCPC requests capital budget and program information from federal agencies during the summer. After receiving this information, the Commission reviews the capital budget requests (the first year of the FCIP), and transmits its recommendations to the Office of Management and Budget in the fall. In late spring, the Commission prepares its recommendations for capital projects for the following five years and circulates a proposed FCIP for review and comment by federal agencies, state and local governments, and interested organizations and citizens. Following the review period, the Commission adopts the FCIP in late summer.

OFFICE OF MANAGEMENT AND BUDGET REVIEW

Following the passage of the Government Performance and Results Act of 1993, the Office of Management and Budget (OMB) emphasizes linking federal agency program resources with performance and comparing proposed projects with federal agencies' strategic plans. OMB has identified the Federal Capital Improvements Program as an important management reform initiative and uses NCPC's recommendations in analyzing federal capital budget submissions.

LEGAL AUTHORITY

Preparation of the Federal Capital Improvements Program is pursuant to Section 7 of the National Capital Planning Act (40 U.S.C. 8723(a)), which requires that NCPC annually review and recommend a six-year program of federal public works projects for the National Capital Region. In addition, Section 33.1(d) of the Office of Management and Budget Circular No. A11 *Preparation, Submission, and Execution of the Budget* (July 2003) states that agencies "must consult with the National Capital Planning Commission in advance regarding proposed developments and projects or commitments for the acquisition of land in the National Capital area."

The National Capital Planning Commission's recommendations and comments within the FCIP shall not be construed or represented to constitute Commission review and approval of development or project plans pursuant to Section 5 of the National Capital Planning Act, or any other applicable statute.

Project Evaluation

Projects within the FCIP are evaluated by the National Capital Planning Commission (NCPC or the Commission) for conformity with specific planning policies and development initiatives for the National Capital Region. The Commission makes project recommendations to the Office of Management and Budget based on this evaluation. The recommendations assist OMB in reaching budgetary decisions.

The Commission's recommendations are based on the extent to which proposed projects conform to general planning and development policies in the region as described in plans and programs adopted by the Commission, regional planning bodies, and local and state governments. In particular, the Commission reviews projects for their conformity with Commission-approved site and building plans, Commission-approved installation master plans, and the Commission's plans and programs.

■ Site and Building Plans

One of the Commission's principal responsibilities is to coordinate development activities of federal and District of Columbia agencies in the region. Federal agencies submit to NCPC for project review their specific development proposals for site acquisitions, building construction or renovation, site development, street and road extensions and improvements, modifications to parking, and all forms of commemorative works as required under Section 5 of the National Capital Planning Act and other statutes. NCPC reviews these projects for conformity with applicable provisions of the Federal Elements of the *Comprehensive Plan for the National Capital* and approved Installation Master Plans (see below).

This project review process is separate from the FCIP. Many of the projects within the FCIP have been submitted for approval to the Commission by their sponsoring agencies. If the Commission has reviewed a project, it is noted within the Comment section following the project's description. When evaluating a project within the FCIP, the Commission considers the extent to which a project conforms to the Commission's comments offered during project review. For projects that have not been submitted to the Commission for project review, the Commission's recommendations and comments within the FCIP do not represent approval or denial of these projects. Inclusion of projects within the FCIP does not constitute Commission review as required under Section 5 of the National Capital Planning Act, or any other applicable statute.)

■ Installation Master Plans

The Commission requires all installations that have two or more major structures or land-use activities to have an updated master plan. The Commission uses these plans in its review of construction plans for individual federal projects and also reviews these long-range installation plans for consistency with broad Commission and other development policies. This review includes an evaluation of whether the quality, character, and extent of facilities proposed within an installation's master plan could accommodate the installation's assigned mission, as well as other plans and programs of the agency. Many projects within the FCIP are located on installations that require an installation master plan. These projects' conformity with applicable master plans influences the Commission's recommendations within the FCIP.

■ Commission Released Plans and Programs:

The federal establishment has a large impact on the appearance, operation, and economy of the NCR. As the NCR and the federal establishment evolve and change, new issues emerge such as security, declining federal employment, increasing federal procurement spending, and the location of monuments and memorials. The Commission has released a number of plans and programs to address these issues, including:

1. *Extending the Legacy: Planning America's Capital for the 21st Century (Legacy Plan)*
2. *Comprehensive Plan for the National Capital: Federal Elements*
3. *Memorials and Museums Master Plan*
4. *The National Capital Urban Design and Security Plan*

This chapter includes a description of these plans and programs, followed by definitions of the six recommendation categories used in evaluating the projects within the FCIP.

PLANS AND PROGRAMS

1. Extending the Legacy: Planning America's Capital for the 21st Century

The *Legacy Plan*, released in 1997, is a framework plan for the long-term growth of the monumental core of Washington. The *Legacy Plan* redefines the monumental core to include adjacent portions of North, South, and East Capitol Streets, and reclaims and reconnects the city's waterfront, from Georgetown on the Potomac River to the National Arboretum on the Anacostia. It proposes ridding the city of visual and physical barriers, including removing portions of the Southeast/Southwest Freeway, relocating railroad tracks and bridges, and redesigning other high-capacity transportation facilities that have divided Washington's neighborhoods for decades and restricted access to the waterfront. The *Legacy Plan* also addresses the District's urgent need for jobs and increased mobility by creating opportunities in all quadrants of the city for new parks, offices and other development, and transit centers.

There are five themes in the *Legacy Plan*:

- Build on the historic L'Enfant and McMillan Plans, which are the foundation of modern Washington.
- Unify the city and the monumental core, with the Capitol at the center.
- Use new memorials, museums, and other public buildings to stimulate economic development.
- Integrate the Potomac and Anacostia Rivers into the city's public life and protect the Mall and the adjacent historic landscape from undesirable intrusions.
- Develop a comprehensive, flexible, and convenient transportation system that eliminates barriers and improves movement within the city.

The Commission encourages all federal agencies to adhere to the concepts contained in the *Legacy Plan* as they prepare proposals for development within the monumental core and the region. In reviewing projects for the FCIP, the Commission recommends and strongly endorses significant proposed projects that help implement the *Legacy Plan* and other planning initiatives currently underway.

KEY INITIATIVES OF THE LEGACY PLAN

The Commission is currently involved in a number of planning initiatives in the District of Columbia that relate to the *Legacy Plan* themes. These initiatives include the development of a plaza at the Kennedy Center, a Downtown Circulator, the Anacostia Waterfront Initiative, redevelopment of South Capitol Street, and the relocation of rail lines in Southwest and Southeast.

The Kennedy Center Plaza

The *Legacy Plan* promotes improved access and new development opportunities at the Kennedy Center. The plan calls for an exciting civic plaza to bridge the tangle of freeways currently separating the Center from the rest of the city; a new connection on the Potomac River side, linking the Center to a rejuvenated waterfront; and new development along the plaza to the north and south. Since the release of the *Legacy Plan*, plans for the Kennedy Center have evolved to include improved pedestrian, vehicular, and bicycle access, with new connections to E Street, NW, 25th Street, NW, and other points north and south of the Center. In June 2004, the Commission approved the concept design submitted by the Federal Highway Administration for the new plaza and related improvements, making extensive recommendations for the project as it moves forward. The project is currently waiting for additional funding.

Downtown Circulator

The *Legacy Plan* considers the federal government's vital interest in ensuring that the region has an effective transportation system to meet the needs of federal and non-federal workers, residents, and visitors in the NCR. In cooperation with the Commission, the District's Department of Transportation, the Downtown (DC) Business

Improvement District, and the Washington Metropolitan Area Transit Authority developed the Circulator to help meet these needs.

The Circulator is a convenient bus service that supplements the existing Metrorail and Metrobus system and serves workers, residents, and visitors to the monumental core and adjacent surrounding urban area. (The daily downtown population is estimated at 225,000 and it is estimated that approximately 20 million tourists visit the region's core annually.) Transportation access and linkages between the District's downtown, the National Mall, Smithsonian museums, the U.S. Capitol, Georgetown, the Southwest Waterfront, and Union Station are critical to the long-term growth and vitality of the District's economy. Routes of the Circulator are located within a quarter of a mile of 90 percent of the federal employees who work downtown and will provide an efficient means of transportation for federal employees to move between federal buildings and downtown services.

The initial routes are along two separate corridors: A north-south service from Mount Vernon Square to the Southwest Waterfront and an east-west route from Union Station to Georgetown along Massachusetts Avenue and K Street. The start of service date for the initial Circulator routes is July 2005.

The Anacostia Waterfront Initiative

The *Legacy Plan* aspires to recapture Washington's waterfronts by creating a continuous band of open space from Georgetown to the National Arboretum and providing new and highly desirable development opportunities in areas adjacent to this space. Following the vision in the *Legacy Plan*, the Anacostia Waterfront Initiative (AWI) is a multi-agency effort to develop and implement a comprehensive plan for an energized waterfront. The AWI unifies diverse areas along the waterfront into a cohesive and attractive mixture of commercial, residential, recreational, and open space uses. The AWI balances waterfront development and conservation; enhances park areas; and provides greater access to the waterfront from neighborhoods on both sides of the Anacostia River. A majority of the District's riverfront is publicly owned by the Department of Defense, the National Park Service, and the District of Columbia. The federal government has a key interest and role in the planning, design, and decision-making processes of the AWI and its related development projects.

The Anacostia Waterfront Corporation was formed in 2005 by the District of Columbia as the development authority to oversee AWI projects in the District. Principal among these projects is a proposed major league baseball stadium for the Washington Nationals, to be located in the vicinity of M Street and South Capitol Street.

Additional District of Columbia projects supporting AWI concepts moved forward in 2005. The Commission reviewed and approved the conceptual design for the Anacostia Riverwalk trail. Construction will begin in 2005 for a section of trail between Benning Road and the Navy Yard. In addition, a light-rail project for the Anacostia community south of the river is under development as an on-street transit system.

Federal projects in the vicinity of AWI are progressing as well. The Department of the Navy continues to redevelop the Navy Yard, which currently has approximately 10,000 employees. The General Services Administration awarded a contract for developing the Southeast Federal Center for private mixed-use development that will accommodate an additional 9,700 employees and 2,500 new residences. The Department of Transportation's headquarters building will serve as the anchor for the Southeast Federal Center, which currently is under construction.

South Capitol Street

The *Legacy Plan* envisioned a revitalized South Capitol Street corridor, including a new Frederick Douglass Memorial Bridge, as a lively urban gateway to the city, combining public and private development. Responding to this vision, in 2001 Congress directed multiple agencies to study ways to reconfigure the South Capitol Street corridor, into an urban boulevard that provides a symbolic gateway to the nation's capital and revitalizes the surrounding communities. Since then, federal and District agencies have worked in cooperation on increasingly refined analyses to achieve this vision, including District Department of Transportation (DDOT) studies to reconstruct and relocate the Frederick Douglass Memorial Bridge.

The Commission has focused in particular on studies which identify federal interests, and provide guidance regarding design, open space, and land use in the corridor, including:

- The 2003 *South Capitol Street Urban Design Study*, in conjunction with DDOT, the District Office of Planning, and the Maryland Department of Transportation, which provided scenarios for revitalizing South Capitol Street and urban design direction for DDOT's transportation studies.
- Two Urban Land Institute (ULI) advisory panels have studied the redevelopment of the South Capitol Street corridor and the broader redevelopment of the Anacostia Waterfront, respectively. Both panels endorsed the concept of a welcoming and memorable gateway to the City. Noting the extensive planning work already completed and the rapid movement of the private market into this area, the panel emphatically recommended immediate implementation of both the redesign and reconstruction of South Capitol Street and the Douglass Bridge.

The Commission formed a task force to move the ULI recommendations forward, resulting in a set of recommendations for the corridor. NCPC's South Capitol Street Task Force proposes:

- Establishing corridor widths and design concepts to transform South Capitol Street into a grand urban boulevard;
- Creating a traffic rotary at the juncture between South Capitol Street and the Douglass Bridge, containing a 5-acre "commons" suitable for public gathering and commemorative works;
- Creating a South Capitol waterfront park between the commons and the Anacostia River with major public open spaces and memorial or new national museum sites;
- Establish a mixed-use cultural development zone adjacent to the Commons and waterfront park.

At the direction of the Commission, the task force will be developing a vision and framework plan for South Capitol Street east of the Anacostia River that specifically addresses the future of federal lands affected by the development of Poplar Point, the new bridge and the associated transportation improvements that will link South Capitol Street and the Suitland Parkway.

Railroad Relocation

The Legacy Plan envisioned removing the obsolete rail line along Maryland and Virginia Avenues and relocating freight and passenger trains. The rail lines disrupt neighborhoods and prevent access to the waterfront thwarting plans for urban revitalization and future rail service improvements. They also pose potential security and safety concerns to adjacent federal facilities and residential neighborhoods. Plans should be developed to remove or deck-over portions of the freeway in this area to reconnect the surface level street system.

In July 2004, NCPC sponsored a tour of the CSX railroad tracks that bisect Washington, D.C. in an effort to inform federal and local officials about the line's security, urban design and capacity issues. More than 50 representatives from the Office of Management and Budget, Department of Homeland Security, Transportation Security Administration, Federal Railroad Administration, Amtrak, Virginia Railway Express, House and Senate staff, and Maryland, Virginia and District of Columbia transportation departments participated.

NCPC initiated a consultant study providing a detailed analysis of the existing conditions for the seven-mile stretch of CSX rail line in the District. The study, completed in April 2005, was the first step toward understanding this rail segment.

NCPC partnered with the District Department of Transportation in successfully requesting a Department of Homeland Security Urban Area Security Initiative (UASI) grant to study alternative alignments for rail service south of the Monumental Core. The project will be coordinated with the Interagency Security Task Force and the Railroad Working Group, which includes regional stakeholders from Virginia, Maryland, the District and federal partners such as Amtrak and the Federal Railroad Administration. The study is anticipated to begin in August 2005.

2. Comprehensive Plan for the National Capital: Federal Elements

National capital cities share many traits with other major cities, but they also have unique qualities and distinct planning and development needs that set them apart. One of the Commission's primary tools in planning for federal activities is the *Comprehensive Plan for the National Capital: Federal Elements*. The Comprehensive Plan is a blueprint for the long-term development of the nation's capital that establishes goals and policies for federal development in the

Washington area and guides the Commission's decision making on plans and proposals submitted for its review, including those projects submitted for the FCIP.

Within the *Comprehensive Plan*, NCPC recognized the national capital as more than a concentration of federal employees and facilities but also as the symbolic heart of America. The capital city represents national power, promotes the country's shared history and traditions, and, through its architecture and physical design, embodies national ideals. In the *Comprehensive Plan*, NCPC strikes a balance between preserving the city's rich heritage and shaping a vision for its future.

The *Comprehensive Plan's* guiding principles provide context and the policies provide the plan's direction. Collectively, the policies represent a vision that the Commission and the federal government intend to promote in the region for years to come. The *Comprehensive Plan* identifies and addresses:

- The current and future needs of federal employees and visitors to the nation's capital;
- The need to efficiently locate new federal facilities and maintain existing ones where appropriate;
- The placement and accommodation of foreign missions and international agencies;
- The preservation and enhancement of the region's natural resources and environment;
- The protection of historic resources and urban design features that contribute to the image and functioning of the nation's capital; and,
- The need to maintain and improve access into, out of, and around the nation's capital.

The *Comprehensive Plan* includes the Federal Elements and the District of Columbia Elements. The Commission, by law, maintains the Federal Elements while the District of Columbia maintains its local elements (currently under revision and expected to be adopted in 2006). On August 5, 2004 the Commission adopted a complete revision of the Federal Elements. Within this revision are seven Federal Elements:

- Federal Workplace
- Foreign Missions and International Organizations
- Transportation
- Parks and Open Space
- Federal Environment
- Preservation and Historic Features
- Visitors

The Federal Elements of the *Comprehensive Plan* address federal and national capital activities in the region and account for the changing role of the federal government. These elements focus on current and emerging planning issues and challenges and promote smarter, more coordinated growth and sustainable development. The plan also encourages partnerships with local and regional governments to advance mutual objectives.

These Elements—along with the District's local elements federal and District agencies' systems plans, individual installation master plans and subarea plans, development controls, and design guidelines—provide a road map for NCPC's land-use planning and for development decision-making in the region.

Accommodate Federal and National Capital Activities

A key theme in the *Comprehensive Plan* is the appearance and image of our nation's capital. The city's physical design conveys the values and qualities to which we aspire as a nation. The Federal Elements ensure that federal activities within the region reflect the highest standards of architecture, urban design, and planning.

A second important theme is the operational efficiency of the federal government. The Federal Elements of the *Comprehensive Plan* envision an NCR that is an economic, political, and cultural center. Regardless of their location, federal facilities should promote the highest quality design while providing an environment in which employees can perform their jobs safely and efficiently.

A third critical theme is transportation mobility and accessibility. To facilitate the movement of federal employees to and from the workplace, federal agencies in the region offer a variety of creative commuting programs. However, considering the NCR's status as one of the most congested areas in the country, federal agencies must continue to find innovative strategies for addressing the transportation challenges facing the region.

Finally, the plan addresses the stewardship of the region's natural and cultural resources. For more than two centuries, the federal government has actively acquired, developed, and maintained parks and open space while protecting and enhancing natural resources in the region. It is imperative that regional authorities develop a unified approach to ensure that these resources are preserved so that they may be enjoyed by all in the future.

Reinforce Smart Growth and Sustainable Development Planning Principles

The Federal Elements of the Comprehensive Plan recognize the value of smart growth and sustainable development principles. The plan supports strategies that orient development to public transit; protect environmental and natural resources; organize new development in compact land-use patterns; promote opportunities for infill development to take advantage of existing public infrastructure; and adapt and reuse existing historic and underutilized buildings to preserve the unique identities of local neighborhoods.

Support Local and Regional Planning and Development Objectives

The federal government has long been a major generator of growth and development in the NCR. Federally owned and leased facilities are located throughout the region, and federal activities significantly contribute to the economic health, welfare, and stability of the region. The Commission and federal agencies must work closely with authorities and community groups in jurisdictions where federal activities are located or proposed. The Commission also strongly promotes public participation in the preparation and review of federal policies, plans, and programs in the region.

3. Memorials and Museums Master Plan

The *Memorials and Museums Master Plan*, adopted in 2001, extends the *Legacy Plan's* vision for the monumental core. The Master Plan recommends placing memorials and museums outside of the traditional monumental core of the city, in locations that provide appropriate settings for commemorative works and support the *Legacy* vision or satisfy important local economic and neighborhood objectives. By identifying 100 sites for future memorials and museums, the Master Plan ensures that future generations of Americans will have premier locations for commemorative works. Calling the National Mall a 'substantially completed work of public art,' Congress further endorsed concepts in the Master Plan by enacting a Reserve on the Mall in 2003, significantly limiting new museums or memorials on the Mall and increasing the need to identify suitable locations in other areas.

Memorials and museums have an enormous impact on Washington's economic life. These attractions are the primary destinations for more than 21 million annual visitors and support a regional tourism economy of \$4.2 billion. Sixty-one percent of Washington's visitors come to pursue historic or cultural interests. These heritage travelers stay longer and spend more money than other travelers, helping to spur growth throughout a wide cross-section of the economy.

The Commission encourages federal agencies and others responsible for new memorials, museums, and related uses to follow the Master Plan. Although many such projects are privately funded, agencies are encouraged to include these projects in their capital programs and to coordinate their projects and their installation master plans with the *Memorials and Museums Master Plan*.

Most sites identified in the Master Plan are already under federal control, and their future use can be coordinated through Commission review of federal projects and master plans. A few sites are non-federal; and some sites are suggested in conjunction with future development and infrastructure improvements, such as reconstruction of bridges and roads, that would involve a combination of federal, local, and private-sector property. One notable example is the South Capitol Street corridor, listed as Site #8 in the Master Plan, and described in detail earlier. The future success of these sites will involve close coordination with the local government planning process.

Key Initiatives of the Master Plan

The *Memorials and Museums Master Plan* includes policies for advancing acquisition of key commemorative lands that are not under federal control, or facilitating the reservation of key parcels of land when non-federal properties are redeveloped. The Master Plan policy calls for the National Park Service, the General Services Administration, the District, and/or the Commission to acquire parcels located within the urban fabric of the District for national commemorative action, if necessary. Only seven of the recommended Master Plan sites are potential candidates for acquisition. The plan further suggests that the federal government identify government lands in its inventory that might be surplus or exchanged to account for potential loss of property tax and other revenue from possible federal purchases. As proposed in the Master Plan, development of commemorative features on private lands should be arranged with the consent of property owners.

4. The National Capital Urban Design and Security Plan

Security measures at federal facilities have escalated over the past decade. Following the 1995 bombing of the Alfred P. Murrah Federal Building in Oklahoma City, and the subsequent terrorist attacks of September 11, 2001, many federal agencies in the National Capital Region erected makeshift barriers at their facilities. As a result, unsightly and poorly functioning building entrances and public spaces proliferated at federal facilities, marring the beauty and openness of the nation's capital.

In March 2001, the Commission's Interagency Security Task Force began discussing the reopening of Pennsylvania Avenue in front of the White House. The report, *Designing for Security in the Nation's Capital*, adopted in November 2001, summarized the findings of the task force regarding both Pennsylvania Avenue and the design of security measures throughout the remainder of the monumental core. Following an analysis of security considerations, the task force agreed that this portion of Pennsylvania Avenue should remain closed to vehicular traffic at this time. To reverse the adverse visual effects of the closure, the task force called for replacing the haphazard barricades with a distinguished, pedestrian-oriented public space that respects the historic integrity of the street. Another key recommendation from the report was the preparation of an urban design and security plan that would provide guidance for planning and designing comprehensive perimeter security projects that balance the need to protect with the need to maintain an open, accessible, and attractive public realm that reflects the nation's democratic ideals.

The Commission prepared a comprehensive security plan, *The National Capital Urban Design and Security Plan*, which was adopted in October 2002. The plan suggests a framework to improve building perimeter security within the monumental core while reestablishing a sense of openness and freedom. The plan identifies design solutions for perimeter security that protects against threats by bomb-laden vehicles approaching federal buildings. Design solutions include "hardened" street furniture and landscaped planting walls that can enhance local streetscapes while providing required security. In accordance with the Commission's existing in-lieu of zoning authority, the plan is used by the Commission to evaluate physical perimeter security proposals on federally owned land within the District of Columbia and other public projects in the central area, and to make recommendations on federal projects in the NCR.

Key Initiatives of the National Capital Urban Design and Security Plan

As recommended in *The National Capital Urban Design and Security Plan*, the Commission coordinated with its federal agency partners in developing a design scheme for Pennsylvania Avenue in front of the White House. Completed in 2005 by the Federal Highway Administration, Eastern Lands Division, the design by Michael Van Valkenburgh Associates replaces bulky makeshift barriers with specially designed bollards and guard booths that are visually pleasing and incorporated into the streetscape. New tree planting and paving materials along Pennsylvania Avenue improve the pedestrian experience and create a welcoming public space, and provide a more dignified view of the White House grounds. This important place has been transformed into a gracious and beautiful public space, worthy of the White House.

The National Capital Urban Design and Security Plan conceptually addresses security design for various areas in the monumental core; such as the Federal Triangle, the National Mall, the Southwest Federal Center, the West End, Downtown, and Constitution and Independence Avenues. The intent plan promotes comprehensive streetscape projects that incorporate perimeter security for a number of federal facilities along a street. The plan discourages

makeshift barriers and haphazard planning block by block. Instead it calls upon federal agencies to follow the plan's guidelines for attractive, comprehensive security solutions as they develop capital projects for perimeter security.

The Commission strongly endorses projects that coordinate security-related capital improvements among one or more agencies located along a street, as recommended in *The National Capital Urban Design and Security Plan*. If properly planned and coordinated, these projects can provide adequate security for federal facilities while enhancing the unique character of the NCR through appropriate urban design.

RECOMMENDATION DEFINITIONS

Each year the Commission makes capital project recommendations for projects proposed within the FCIP. These recommendations are then reviewed by the Office of Management and Budget and other agencies that use them to guide capital budget and programming decisions. The Commission's recommendations do not represent approval of the development or project plans of the proposed projects.

The FCIP categorizes each federal capital project based on its conformity with established planning policies. The categories are: *Recommended and Strongly Endorsed*; *Recommended*; *Recommended for Program Purposes Only*; *Recommended for Future Programming*; *Recommended for Deferral*; and *Not Recommended*.

With respect to the categories, regional planning policies are defined as the overall goals contained within the *Comprehensive Plan for the National Capital*, the principles embodied in *Extending the Legacy: Planning America's Capital for the 21st Century*, and specific planning policies and programs contained within federal agencies' long-range systems plans, master plans, and strategic plans. In reviewing projects, the Commission also considers locally adopted planning policies.

Recommended initiatives and objectives refer to specific projects identified for implementation through adopted policy and vision plans, and other long- and short-range systems plans, master plans, and strategic plans.

Approved site and building plans are preliminary and/or final project construction plans that have been approved by the Commission.

The definitions of the recommendation categories are explained below.

RECOMMENDED AND STRONGLY ENDORSED

Projects "Recommended and Strongly Endorsed" are capital projects that are critical to strategically advancing and implementing key Commission planning policies and initiatives, or important federal interests within the region. A federal department or agency submits these projects to the FCIP, or they are future projects recommended by the Commission. Projects submitted by the Commission for this recommendation typically are within Commission plans including *Extending the Legacy: Planning America's Capital for the 21st Century*, the *Comprehensive Plan for the National Capital: Federal Elements*, *The National Capital Urban Design and Security Plan*, and the *Memorials and Museums Master Plan*.

Criteria for proposed projects "Recommended and Strongly Endorsed" change annually based on current critical planning objectives. For the 2006-2011 FCIP, "Recommended and Strongly Endorsed" is defined as follows:

This category includes projects submitted by federal agencies or recommended by the Commission that are critical to strategically advancing and implementing specific Commission and/or local planning policies and development initiatives; clearly defined federal interests and objectives; federal agency system plans; master plans for individual installations; or Commission-approved site and building plans.

These projects are major or significant new construction projects, rehabilitation and modernization projects, or land acquisition projects that may do one or more of the following:

- Contribute to the operational efficiency and productivity of the federal government by promoting opportunities to take advantage of existing public infrastructure and/or adapting and reusing existing historic and underutilized facilities.
- Improve the security of federal workers, federal activities, and visitors to the National Capital in a manner that complements and enhances the character of an area without impeding commerce and economic vitality.
- Protect and unify the historic and symbolic infrastructure of the monumental core and the District. These projects include new, rehabilitated and/or modernized memorials, museums, historic parks, federal agency and department headquarters, historic streets, and other infrastructure.
- Restore the quality of the Anacostia and Potomac Rivers and associated waterways and improve public access to waterfront areas.
- Advance regional public transportation and other infrastructure that promotes the orientation of new development toward public transit and into compact land use patterns. Promotes the use of non-automobile transportation alternatives including walking and biking.
- Contribute significantly to the protection of environmental and natural resources.
- Anchor or promote community development and substantially contribute to the physical and economic improvement of surrounding areas.

RECOMMENDED

“Recommended” projects within the FCIP are projects submitted by federal agencies—not by the Commission—that are in general conformance with Commission and local plans and policies. These projects may not necessarily be critical to implementing any strategic planning objectives, but may contribute to the implementation of these objectives. Projects within this category, however, must conform to adopted plans and policies. The definition used for projects “Recommended” throughout this FCIP is:

This category includes projects submitted with budget estimates by federal agencies that are considered to be in conformance with Commission and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; and Commission-approved site or building plans.

RECOMMENDED FOR PROGRAM PURPOSES ONLY

Projects “Recommended for Program Purposes” within the FCIP are projects submitted by federal agencies—not by the Commission—that the Commission found to be non-conforming with the Commission and local plans and policies. However, these projects do not necessarily pose any serious planning issues. Because these projects may not necessarily be critical to implementing any strategic planning objectives, but may contribute to the implementation of these objectives, the Commission recommends that they stay in the FCIP but requires that their non-conforming aspects be addressed before the projects are presented to the Commission for site and building design review and approval. The definition used for projects “Recommended for Program Purposes” throughout this FCIP is:

This category includes projects submitted with budget estimates by federal agencies that are considered to pose no serious planning issues, but are not in conformance with the Commission and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or Commission-approved site and building plans. While recommended for programming, the non-conforming aspects of the project are to be satisfactorily addressed prior to submission of the project for Commission review and approval.

RECOMMENDED FOR FUTURE PROGRAMMING

In addition to the Commission submitting projects for inclusion in the “Recommended and Strongly Endorsed” category, the Commission continues to recommend projects that have not been submitted by other agencies within the “Recommended for Future Programming” category. These projects are different from “Recommended and Strongly Endorsed” projects in that they are typically conceptual and may not have the value to strategic planning that strongly endorsed projects may have. All projects in this category are submitted by the Commission, not by any other federal agency, and must conform to adopted plans and policies. Because these projects are typically conceptual they do not have cost estimates and are not included in any financial calculations or analyses within this FCIP. The definition used for projects “Recommended for Future Programming” throughout this FCIP is:

This category includes projects that have not been submitted by federal agencies but that the Commission believes should be submitted by a particular agency for future programming to advance and implement the Commission and/or local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or Commission-approved site and building plans. Projects in this category may or may not currently be recommended in Commission plans and could be conceptual in nature. These projects may or may not have budget estimates, although the Commission recommends that estimates be prepared for these projects by the responsible federal agency.

RECOMMENDED FOR DEFERRAL

A project is “Recommended for Deferral” within this FCIP because it conflicts with an adopted plan or policy. Typically, projects recommended in this category do not conform with established and Commission-adopted installation master plans. Projects in this category are submitted by other agencies (the Commission does not submit projects for deferral) and are typically not found critical to contributing to the implementation of strategic planning objectives. The definition used for projects “Recommended for Deferral” throughout this FCIP is:

This category includes projects submitted with budget estimates by federal agencies that the Commission believes should be postponed, without prejudice, pending resolution of conflict with the Commission and local planning policies; planning initiatives identified in the Comprehensive Plan; identified

federal interests and objectives; federal agency system plans; master plans for individual installations; or Commission-approved site and building plans.

NOT RECOMMENDED

Projects are rarely “Not Recommended” within the FCIP given that they have often been vetted against existing plans and policies by the agencies prior to being considered as viable capital improvements. This year’s FCIP does not contain any projects within the “Not Recommended” category. Projects within this category would be submitted for the FCIP by other agencies (the Commission does not submit projects that would not be recommended) and would not be critical to contributing to the implementation of strategic planning objectives. The definition used for projects “Not Recommended” throughout this FCIP is:

This category includes projects submitted with budget estimates by federal agencies, but which the Commission does not recommend because of inconsistencies with the Commission and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or Commission-approved site and building plans.

PROJECT SUBMISSION RECOMMENDATIONS

The National Capital Planning Commission requests that the participating departments and agencies comply with the following recommendations, when appropriate, in submitting their capital budget requests and multi-year capital program for inclusion in the Federal Capital Improvements Program.

Each federal agency should use the *Comprehensive Plan for the National Capital* as a planning policy guide in preparing its submission of proposed projects for the capital improvements program.

The status of all approved master plans should be assessed approximately every five years by federal agencies. Master plans should be revised, as needed, to incorporate all project proposals prior to submitting them to the Commission as part of the capital improvements program.

Proposed development projects should be evaluated for compliance with applicable federal, state, and local requirements regarding historic preservation or environmental protection, including impacts on traffic and nearby properties. Implementation may require review by federal, state, county, and city officials pursuant to historic preservation or environmental regulations, including issuance of permits, promulgated under the authority of federal law.

The Commission urges each department and agency that is planning a project that will generate additional stormwater runoff or potentially affect a 100-year floodplain or wetland area to identify measures, at the preliminary project plan review stage, to mitigate potential adverse impacts.

The Commission requests that federal agencies, in planning for future projects, specifically adhere to the policy in the Federal Facilities Element of the *Comprehensive Plan*, which states that, in selecting new locations or relocating federal activities, consideration should be given to the use of existing underdeveloped federal facilities before space is leased or additional lands are purchased. In addition, the Commission encourages the Office of Management and Budget and other federal agencies to conform to the *Comprehensive Plan* and Executive Order 12072 regarding the location of federal facilities in the District of Columbia.

As stated in the Federal Workplace Element of the *Comprehensive Plan*, the federal government should achieve not less than 60 percent of the region's federal employment in the District of Columbia. This policy is used by the Commission to ensure the retention of the historic concentration of federal employment in the seat of the national government. The Commission encourages federal agencies and departments to help realize this goal by locating and maintaining Cabinet-level departments and independent agencies and commissions, including facilities housing departmental, commission, or agency heads, their assistants, and other staff within the District of Columbia. Agencies and departments are also encouraged to consider locating and maintaining other types of federal facilities within the District of Columbia, as guided by other policies within the *Comprehensive Plan*.

The Commission encourages all federal departments and agencies to adhere to the concepts contained in *Extending the Legacy: Planning America's Capital for the 21st Century* as they prepare proposals for development within the monumental core. The plan provides alternatives to preserve and enhance Washington's monumental core, which extends generally from the steps of the Capitol to the Lincoln Memorial and Arlington Cemetery and from the White House to the Potomac and Anacostia Rivers.

?? The Commission encourages all federal agencies to design security improvements that are aesthetically appropriate to their surroundings and enhance the public environment. In particular, security improvements should be designed in accordance with recommendations in *The National Capital Urban Design and Security Plan*.

PROJECT BACKGROUND AND TRENDS

This Section will be provided for the final proposed FCIP document.

Project Recommendations

A total of 150 projects, at an estimated cost of \$6.94 billion, were submitted by 13 federal departments and agencies in the National Capital Region (the remaining 39 of the 189 projects within the FCIP were submitted by the National Capital Planning Commission as projects that it believes should be submitted for future capital programming by the appropriate agencies). Of the 149 proposed projects, all but one involve the use of federal funds.

Department /Agency	Number of Projects	Budget Estimates (000 Dollars)						Total FYs 2006-2011
		FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	
General Services Admin.	34	605,046	940,685	415,546	360,716	707,176	53,430	3,082,599
Dept. of Transportation	6	199,337	216,288	153,443	73,149	81,527	59,747	923,491
Dept. of the Defense	3	147,100	220,400	111,900	137,700	72,400	29,300	718,800
Smithsonian Institution	14	67,500	112,435	125,200	140,300	146,800	124,000	716,235
Dept. of Health/Human Serv.	12	0	50,000	100,000	137,400	116,100	152,000	555,500
Dept. of Agriculture	30	73,952	111,784	72,645	40,670	40,000	0	374,254
Dept. of the Air Force	1	59,801	87,561	0	0	0	0	147,362
Dept. of State	2	11,425	23,197	14,275	21,114	41,099	29,000	140,110
NASA	18	32,400	40,500	22,400	10,000	10,800	10,000	126,100
Dept. of the Navy	4	0	62,200	0	14,600	0	0	76,800
Dept. of the Interior	9	16,782	12,018	1,706	5,795	3,270	0	39,571
Dept. of Homeland Security	5	7,683	16,300	3,300	6,613	0	0	33,896
Dept. of the Army	12	0	3,404	0	0	0	0	3,404
Total	137	1,221,026	1,896,772	1,020,415	948,057	1,219,172	457,477	6,938,122

Fiscal years may not sum to FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

BACKGROUND ON BASE REALIGNMENT AND CLOSURE RECOMMENDATIONS (BRAC)

On May 10, 2005, the Secretary of Defense released his proposed Base Realignment and Closure (BRAC) recommendations for defense facilities, including many facilities within the National Capital Region (NCR). The BRAC recommendations, if they become law, are expected to impact previously proposed and new capital improvement project proposals at these facilities. Although the final decision on the BRAC recommendations should be known by the end of 2005, the specific impacts to facilities and particular projects may not be known for several years.

As the final decision on the BRAC recommendations will not be made until after the FYs 2006-2011 Federal Capital Improvement Program (FCIP) is adopted by the National Capital Planning Commission, specific proposals and cost estimates are not provided in all cases at some of these facilities. In addition, projects listed in previous FCIP documents are also anticipated to be impacted. NCPC anticipates that subsequent FCIP documents will include detailed capital improvement information from BRAC-affected facilities. For this FCIP, a summary of the major BRAC recommendations affecting the NCR is provided below. The timing of the current BRAC decision-making process is listed at the end of this section.

BRAC is a congressionally enabled process that allows the Department of Defense (DoD) to efficiently divest of unnecessary infrastructure. Based on legally mandated selection criteria, bases are identified for closure or realignment. At installations that are selected for closure, all missions will cease or be relocated to other installations. For installations subject to realignment, only some of the installation's missions will cease or be relocated. As part of the BRAC proceedings, some installations will gain missions and/or employees from closed or realigned facilities.

Alterations in the missions and employment bases of facilities have various effects on capital programming processes. Operational modifications can affect the phasing of various projects; for example, one project may be delayed so that resources can be reallocated towards a new, higher priority project. Alternatively, projects may be cancelled altogether. In some cases, a major new mission may require capital improvements to build or improve facilities, or necessitate improving infrastructure, such as roads and utilities. If the modifications are substantial enough, it may be necessary for the installation to develop a revised master plan that comprehensively addresses the affects of the changes before breaking ground on new projects.

Several DoD facilities in the NCR are included in the BRAC recommendations, as well as several facilities that are just outside of the NCR boundaries. Should these recommendations be approved, capital programming changes are anticipated at many of these facilities. As a consequence of the BRAC recommendations, the impacted facilities have not been able to provide complete capital improvement program information to this year's FCIP.

The following tables identify the proposed major BRAC recommendations by jurisdiction. The BRAC recommendations also have significant impacts on DoD leasing activities in the NCR, resulting in potential shifts in employment at various facilities, and these changes are also noted below.

District of Columbia

Installation	Action	Military / Civilian	Contractor	Total Direct Job Change
Leased Space	Close/Realign	(92)	0	(92)
Bolling Air Force Base	Realign	(338)	(61)	(399)
Naval District Washington	Realign	(403)	40	(363)
Potomac Annex	Realign	(9)	(3)	(12)
Walter Reed Army Medical Center	Realign	(5,008)	(622)	(5,630)
Subtotal		(5,850)	(646)	(6,496)

NCR-Maryland

Installation	Action	Military / Civilian	Contractor	Total Direct Job Change
Leased Space-MD	Close/Realign	(124)	0	(124)
Andrews Air Force Base	Gain	491	(91)	(400)
Naval Air Facility Washington	Realign	(18)	0	(18)
Naval Reserve Center, Adelphi	Realign	(17)	0	(17)
Army Research Laboratory, Adelphi	Realign	(43)	0	(43)
Bethesda/Chevy Chase	Realign	(7)	0	(7)
National Naval Medical Center	Gain	1,918	(29)	1,889
Naval Surface Weapons Station, Carderock	Gain	6	0	6
I-270 Corridor	Realign	(51)	0	(51)
Subtotal		2155	(120)	2,035

NCR-Virginia

Installation	Action	Military / Civilian	Contractor	Total Direct Job Change
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Leased Space-VA	Close/Realign	(21,738)	(972)	(22,710)
Fort Belvoir	Gain	9,800	2,058	11,858
Marine Corps Headquarters, Henderson Hall	Gain	585	81	666
Marine Corps Base, Quantico	Gain	1,803	1,210	3,013
DFAS Headquarters, Arlington	Realign	(408)	0	(408)
Center for Naval Research	Realign	(338)	0	(338)
USMC Direct Reporting Program Mngr, Woodbridge	Realign	(32)	0	(32)
Arlington Service Center	Realign	101	(383)	(282)
Subtotal		(10,227)	1,994	(8,233)

Source: Compiled from tables in Appendix B and C, BRAC 2005 Closure and Base Realignment Impacts

Note: The listing of installations does not include BRAC recommendations for where there are no net job changes.

Listed below are DoD installations that have previously reported capital improvement projects in recent FCIP documents or were anticipated to report in this year's FCIP. The information for these facilities in this year's FCIP is limited, and is noted as such in this Project Recommendations section. This information is intended to be illustrative rather than comprehensive, and reflects numerical data that is subject to change.

Washington, D.C.

Department of the Air Force

Air Force District of Washington, Bolling Air Force Base

Department of the Army

Walter Reed Army Medical Center, Main Section

Department of the Navy

Naval District Washington includes: Anacostia Annex, Naval Observatory, Naval Research Laboratory, Washington Navy Yard

Maryland

Department of the Air Force

Air Mobility Command, Andrews Air Force Base

Department of the Army

Walter Reed Army Medical Center, Forest Glen Section

Department of the Navy

National Naval Medical Center

Naval Surface Warfare Division Carderock

Virginia

Department of Defense

The Pentagon

Department of the Army

Military District of Washington, Fort Belvoir

U.S. Marine Corps Base, Quantico

Timing:

In 2002, the National Defense Authorization Act allowed the DoD to pursue a BRAC round in 2005. In the following two years, the Defense Department undertook a strategic assessment of its facilities. This assessment culminated in its *Base Realignment and Closure Report* which delineated the DoD's

proposed closures and realignments. During the remainder of 2005, the DoD's recommendations must be reviewed and approved by a special BRAC commission, the U.S. President, and the U.S. Congress according to specific deadlines.

- The BRAC Commission, an independent body responsible for reviewing the DoD's recommendations must submit its BRAC report to the President no later than **September 8, 2005**. In the intervening period between the release of the DoD's report and September 8, the BRAC Commission holds regional meetings and conducts an analysis of the proposed base realignments and closures.
- The President approves or disapproves the BRAC Commission's recommendations no later than **September 23, 2005**, and transmit to the Commission and to the Congress, "a report containing the President's approval or disapproval of the Commission's recommendations." The recommendations become binding if the President approves them, unless Congress issues a joint resolution of disapproval within 45 days.
- If the President disapproves the BRAC Commission's recommendations, the BRAC Commission must submit revised recommendations to the President no later than **October 20, 2005**.
- If the President disapproved of the original recommendations, the President must approve and submit the BRAC Commission's revised recommendations to Congress by **November 7, 2005** or the BRAC process ends without any closures or realignments.
- **Fall 2006:** All BRAC recommendations must be initiated within two years of the date Congress receives the President's approval of BRAC recommendations.
- **Fall 2011:** All BRAC recommendations must be completed within six years of the date Congress receives the President's approval of BRAC recommendations.

District of Columbia

The Federal Capital Improvements Program for FYs 2006-2011 contains a total of 102 proposed projects within the District of Columbia. Of this total, 73 have been submitted to the National Capital Planning Commission (NCPC or the Commission) by other agencies. NCPC recommends these 73 projects and has submitted an additional 29 projects for future programming.

The estimated total cost of the 73 recommended projects for FYs 2006-2011 is \$4,280,229,000. NCPC strongly endorses 33 of these projects and considers them critical to strategically advancing and implementing significant Commission and local planning policies and initiatives, as well as other important federal interests. NCPC further recommends 40 projects that are in conformance with Commission and local plans and planning policies.

Of the 29 projects that NCPC submitted and recommended for future programming, the Commission strongly endorses 16 as critical to advancing significant Commission and local planning policies and initiatives, as well as other important federal interests. NCPC recommends that the appropriate agencies program these projects in their budgets as soon as fiscal and budgetary conditions permit. The Commission further suggests that the remaining 13 projects, which are recommended for future programming, be added to the appropriate agencies' budgets as soon as fiscal and budgetary conditions permit.

Budget Estimates (000 of Dollars)

	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total FYs 2006-2011
District of Columbia Total	1,173,830	790,703	1,192,563	565,411	566,777	948,345	216,430	4,280,229

Fiscal years may not add to the FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

DISTRICT OF COLUMBIA

Recommended and Strongly Endorsed

DEPARTMENT OF AGRICULTURE

U.S. National Arboretum

Storm Water Management

USDA Headquarters

Agriculture South Building Modernization

Perimeter Security

DEPARTMENT OF THE ARMY

U.S. Army Corps of Engineers

Washington, D.C. and Vicinity Flood Control Project

GENERAL SERVICES ADMINISTRATION

Internal Revenue Service Building Modernization

Eisenhower Executive Office Building Modernization

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General Services Administration, National Office Building Modernization
Federal Office Building 8 Modernization
Federal Office Building 10A Modernization
General Services Administration, Regional Office Building Modernization
Department of Housing and Urban Development, Robert C. Weaver Building
Department of State, Harry S Truman Building Modernization
Department of Commerce, Herbert C. Hoover Building Modernization
Mary E. Switzer Building Modernization
Department of the Interior Building Modernization
Lafayette Building Modernization
Wilbur J. Cohen Building Modernization
Department of Health and Human Services, Hubert H. Humphrey Building Modernization
New Executive Office Building Systems Replacement
Department of Labor, Frances Perkins Building Modernization
Federal Trade Commission Building Modernization
Forrestal Building Modernization
E. Barrett Prettyman U.S. Courthouse Modernization
J. Edgar Hoover Building Modernization

DEPARTMENT OF THE INTERIOR

National Park Service

Structural & Utility Rehabilitation for the Executive Residence
Preserve and Protect Meridian Hill Park (2)

SMITHSONIAN INSTITUTION

Construct/Install Anti-Terrorism Protection (not mapped)
Restore Arts and Industries Building
Restore Renwick Gallery

DEPARTMENT OF STATE

Security Upgrades for Harry S Truman Building
Blast Resistant Windows

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
National Mall Road Improvements
Kennedy Center Plaza Project

ALL DEPARTMENTS

Federal Triangle and Pennsylvania Avenue (3rd to 15th Streets, NW) Perimeter Security and Streetscape Improvements
Constitution Avenue (17th to 23rd Streets, NW) Perimeter Security and Streetscape Improvements
Independence Avenue (3rd to 14th Streets, SW) Perimeter Security and Streetscape Improvements
10th Street, SW Perimeter Security and Streetscape Improvements

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Maryland Avenue, SW Perimeter Security and Streetscape Improvements
West End Perimeter Security and Streetscape Improvements
Southwest Federal Center Perimeter Security and Streetscape Improvements
Downtown Perimeter Security and Streetscape Improvements
Federal Bureau of Investigation Perimeter Security and Streetscape Improvements
Mobility and Parking Impact Studies (not mapped)
Downtown Circulator (not mapped)
South Capitol Street Reconstruction
South Capitol Street Waterfront Park
New Frederick Douglass Memorial Bridge
Railroad Relocation Feasibility Study (not mapped)
RFK Stadium Site Redevelopment Study

Recommended

DEPARTMENT OF AGRICULTURE

U.S. National Arboretum

Bladensburg Road Entrance
Chinese Garden
Fern Valley Native Plant Garden
Hickey Run
Replace Restroom
Asian Valley Paths Renovation
Azalea Paths Renovation
Events Pavilion
Ellipse Area Development
Greenhouse Complex Renovation
Lab/Office Facility
Administration Building Modernization
Education and Visitor Center

DEPARTMENT OF THE AIR FORCE

Air Force District of Washington, Bolling Air Force Base

Note: Facility identified in BRAC recommendations
Replace/Improve Family Housing

GENERAL SERVICES ADMINISTRATION

Remote Delivery Service Center (not mapped)
St. Elizabeths Hospital Modernization
J. Edgar Hoover Building, Upgrade Electrical System
Fire and Life Safety Systems, Postal Square
Fire and Life Safety Systems, Frances Perkins Building
Fire and Life Safety Systems, J. Edgar Hoover Building
Fire and Life Safety Systems, Department of Housing and Urban Development
Fire and Life Safety Systems, Federal Office Building 10A

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Fire and Life Safety Systems, Internal Revenue Service Building
National Courts Window Replacement
HOTD Steam Distribution Complex
Theodore Roosevelt Building Reheat Coils

DEPARTMENT OF THE INTERIOR

National Park Service

Preserve Peirce Mill Structure and Restore Milling Machinery Grounds
Theodore Roosevelt Memorial Rehabilitate Site

DEPARTMENT OF THE NAVY

Note: Facilities affected by BRAC recommendations

Naval Observatory

Atomic Clock Vault

Naval Research Laboratory

Advanced Computing Facility

Washington Navy Yard

Renovate Building W-200

SMITHSONIAN INSTITUTION

National Museum of Natural History Revitalization

Revitalize National Museum of American History, Behring Center Public Space

Restore and Waterproof Hirshhorn Plaza and Foundation Walls

Freer Gallery Exterior Restoration

National Museum of African American History and Culture

National Zoological Park

Renovate Former Elephant House

Asia Trail

Renovate Wetlands Area of Bird Exhibit Destroyed by Fire

Valley Revitalization

Recommended for Future Programming

DEPARTMENT OF AGRICULTURE

Conversion of the Department of Agriculture Building on the National Mall to a Public Use

GENERAL SERVICES ADMINISTRATION

Federal Triangle Lighting

Lafayette Building Exterior Refinishing

DEPARTMENT OF THE INTERIOR

National Park Service

Repair Seawalls, West Potomac Park

Fort Circle Parks System (not mapped)

Georgetown Waterfront Park Design and Construction

Improve Pedestrian Linkages Between National Mall Attractions and the Anacostia and Potomac River Waterfronts

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Update the National Mall Master Plan

DEPARTMENT OF STATE

Develop a New Foreign Missions Center (not mapped)

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Roosevelt Bridge Rehabilitation

DEPARTMENTS OF THE INTERIOR, AIR FORCE, NAVY, AND ARMY

Develop Waterfront Parks

ALL AGENCIES

Plan and Design to Deck-over and Remove Portions of the Southwest/Southeast Freeway

Tour Bus Parking Facility (not mapped)

District of Columbia

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total FYs 2006-2011
District of Columbia Total	1,173,830	790,703	1,192,563	565,411	566,777	948,345	216,430	4,280,229

DEPARTMENT OF AGRICULTURE

U.S. National Arboretum

Bladensburg Road Entrance	1,100	7,900	72	0	0	0	0	7,972
Chinese Garden	0	670	0	0	0	0	0	670
Fern Valley Native Plant Garden	0	0	0	35	0	0	0	35
Hickey Run	2,237	2,403	0	0	0	0	0	2,403
Replace Restroom (Asian Valley)	0	27	270	0	0	0	0	297
Storm Water Management	0	250	1,500	1,500	0	0	0	3,250
Asian Valley Paths Renovation	0	1,200	0	0	0	0	0	1,200
Azalea Paths Renovation	0	75	1,500	0	0	0	0	1,575
Events Pavilion	0	0	50	500	0	0	0	550
Ellipse Area Development	0	0	0	500	0	0	0	500
Greenhouse Complex Renovation	4,173	1,983	0	0	0	0	0	1,983
Lab/Office Facility	0	0	180	1548	670	0	0	2398
Administration Bldg. Modernization	906	9,000	3,162	0	0	0	0	12,162
Education and Visitor Center	0	0	3,034	26,126	0	0	0	29,160
Subtotal	8,416	23,508	9,768	30,209	670	0	0	64,155

USDA Headquarters

Ag. South Bldg. Modernization	123,000	34,000	40,000	40,000	40,000	40,000	0	194,000
Perimeter Security	300	7,500	7,100	0	0	0	0	14,600
SubTotal	123,300	41,500	47,100	40,000	40,000	40,000	0	208,600

Total in District of Columbia	131,716	65,008	56,868	70,209	40,670	40,000	0	272,755
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DEPARTMENT OF THE AIR FORCE

Air Force District of Washington, Bolling Air Force Base

Replace Family Housing	0	59,801	87,561	0	0	0	0	147,362
Total in District of Columbia	0	59,801	87,561	0	0	0	0	147,362

DEPARTMENT OF THE ARMY

U.S. Army Corps of Engineers

Flood Control Project	3,096	0	3,404	0	0	0	0	3,404
Total in District of Columbia	3,096	0	3,404	0	0	0	0	3,404

Fiscal years may not add up to the FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total FYs 2006-2011
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GENERAL SERVICES ADMINISTRATION

Internal Revenue Service Bldg.	52,171	0	0	0	17,160	0	53,430	70,590
Eisenhower EOB	116,508	15,700	100,497	0	65,846	0	0	182,043
GSA, National Office Bldg.	13,000	185,506	0	0	0	0	0	185,506
FOB 8	142,633	47,769	0	0	0	0	0	47,769
FOB 10A	0	0	0	0	21,600	0	0	21,600
GSA, Regional Office Bldg.	11,100	0	93,100	0	0	0	0	93,100
Robert C. Weaver Federal Bldg.	0	0	0	0	0	10,000	0	10,000
State, Harry S Truman Bldg.	98,548	0	39,110	0	100,000	0	0	139,110
Commerce, H.C. Hoover Bldg.	16,900	54,491	0	121,600	0	160,300	0	336,391
Mary E. Switzer Bldg.	89,060	0	27,270	0	0	0	0	27,270
Department of the Interior Bldg.	104,926	41,399	42,530	0	35,950	37,370	0	157,249
Lafayette Bldg.	8,470	0	57,920	51,780	0	0	0	109,700
Wilbur J. Cohen Bldg.	0	0	0	0	20,000	0	0	20,000
Hubert Humphrey Bldg.	0	0	9,890	67,866	0	0	0	77,756
New Executive Office Bldg.	0	0	0	10,000	0	100,000	0	110,000
Labor, Frances Perkins Bldg.	0	0	0	36,000	0	75,000	0	111,000
Federal Trade Commission Bldg.	0	0	0	7,200	0	50,000	0	57,200
Forrestal Bldg.	0	0	0	12,000	0	100,000	0	112,000
Prettyman U.S. Courthouse	0	0	16,110	0	100,160	74,506	0	190,776
J.E. Hoover Bldg.	0	0	0	36,000	0	100,000	0	136,000
Remote Delivery Service Center	0	0	35,000	0	0	0	0	35,000
St. Elizabeths Modernization	0	37,995	301,186	0	0	0	0	339,181
Life and Safety, J.E. Hoover	0	0	1,018	0	0	0	0	1,018
Life and Safety, Postal Square	0	7,858	0	0	0	0	0	7,858
Life and Safety, Francis Perkins	0	7,945	0	0	0	0	0	7,945
Life and Safety, HUD	0	0	429	0	0	0	0	429
Life and Safety, FOB 10A	0	0	419	0	0	0	0	419
Life and Safety, IRS	0	0	409	0	0	0	0	409
National Courts Windows	0	0	13,797	0	0	0	0	13,797
HOTD Steam Distribution	2,000	78,783	0	0	0	0	0	78,783
T. Roosevelt Reheat	0	0	2,700	0	0	0	0	2,700
Total in District of Columbia	655,316	477,446	741,385	342,446	360,716	707,176	53,430	2,682,599

DEPARTMENT OF THE INTERIOR

National Park Service

Rehab. Executive Residence	29,221	6,523	9,048	-0-	-0-	-0-	-0-	15,571
Preserve Peirce Mill	-0-	-0-	-0-	-0-	-0-	3,270	-0-	3,270
Preserve Meridian Hill Park	2,965	-0-	-0-	-0-	3,977	-0-	-0-	3,977
T. Roosevelt Memorial Rehab.	-0-	-0-	-0-	1,706	-0-	-0-	-0-	1,706
Total in District of Columbia	32,186	6,523	9,048	1,706	3,977	3,270	-0-	24,524

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Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total FYs 2006-2011
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DEPARTMENT OF THE NAVY

Naval Observatory

Atomic Clock Vault	-0-	-0-	3,200	-0-	-0-	-0-	-0-	3,200
Subtotal	-0-	-0-	3,200	-0-	-0-	-0-	-0-	3,200

Naval Research Laboratory

Advanced Computing Facility	-0-	-0-	14,000	-0-	-0-	-0-	-0-	14,000
Subtotal	-0-	-0-	14,000	-0-	-0-	-0-	-0-	14,000

Washington Navy Yard

Renovate Building W-200	-0-	-0-	45,000	-0-	-0-	-0-	-0-	45,000
Subtotal	-0-	-0-	45,000	-0-	-0-	-0-	-0-	45,000

Total in District of Columbia	-0-	-0-	62,200	-0-	-0-	-0-	-0-	62,200
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SMITHSONIAN INSTITUTION

Anti-Terrorism Protection*	12,925	8,900	15,600	14,200	15,300	23,800	15,000	92,800
NMNH Revitalization	108,370	15,800	33,200	34,000	32,000	34,000	34,000	183,000
Restore Arts & Industries Bldg.	36,645	5,800	10,000	57,000	61,000	64,000	0	197,800
Revitalize NMAH	18,430	18,400	13,100	0	0	0	0	31,500
Restore Renwick Gallery	0	0	0	0	0	4,000	25,000	29,000
Restore Hirshhorn Plaza	0	0	0	0	2,000	0	20,000	22,000
Freer Gallery Restoration	0	0	0	0	0	1,000	10,000	11,000
NMAAHC	0	0	2,000	0	0	0	0	2,000
Subtotal	176,370	48,900	73,900	105,200	110,300	126,800	104,000	569,100

National Zoological Park

Renovate Former Elephant House	0	0	0	6,000	0	0	20,000	26,000
Asia Trail	51,800	0	18,000	14,000	0	0	0	32,000
Renovate Wetlands Area	0	8,600	0	0	0	0	0	8,600
Valley Revitalization	0	1,000	5,000	0	20,000	20,000	0	46,000
Subtotal	51,800	9,600	23,000	20,000	20,000	20,000	20,000	112,600

Total in District of Columbia	228,170	58,500	96,900	125,200	130,300	146,800	124,000	681,700
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* The Smithsonian Institution maintains facilities throughout the region; however, most of the Smithsonian Institution's facilities are within the District of Columbia. Therefore, within this FCIP this budget item is placed under the District of Columbia.

Fiscal years may not add up to the FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

Project Title	Budget Estimates (000 of Dollars)							Total FYs 2006-2011
	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	

DEPARTMENT OF STATE

Security Upgrades, Truman Bldg.	346	8,425	18,197	4,275	9,114	13,099	-0-	53,110
Blast Resistant Windows	30,400	3,000	5,000	10,000	12,000	28,000	29,000	58,000
Total in District of Columbia	30,746	11,425	23,197	14,275	21,114	41,099	29,000	140,110

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

National Mall Road Improvements	76,600	12,000	7,000	1,575	0	0	0	20,575
Kennedy Center Plaza Project	16,000	100,000	95,000	10,000	10,00	10,000	10,000	235,000
Total in District of Columbia	92,600	112,000	112,000	11,575	10,000	10,000	10,000	235,575

District of Columbia Total	1,173,830	90,703	1,192,563	565,411	566,777	948,345	216,430	4,280,229
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Fiscal years may not add up to the FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

District of Columbia

DEPARTMENT OF AGRICULTURE

U.S. NATIONAL ARBORETUM

BLADENSBURG ROAD ENTRANCE

Recommended

\$7,972,000 (estimated project cost during FYs 2006-2011). The new entrance will provide access at the west perimeter of the U.S. National Arboretum (USNA), providing an easily recognized visitor entry. This entrance will also ease the flow of vehicular traffic and provide for a relocated visitors parking area. The project is also anticipated to include a dedicated tram lane, as well as a new tram shelter/ticket booth and new entrance gate/sentry station. This project was submitted to NCPC and received final site and building plan approval in January 2004. This project was also submitted to the District Historic Preservation Officer and has received concurrence. Coordination is currently occurring with the U.S. Commission of Fine Arts on this project. The estimated total project cost is \$9,072,000; the project has received \$1,100,000 in prior funding.

A new project in this FYs 2006-2011 program.

CHINESE GARDEN

Recommended

\$670,000 (estimated total project cost). In order to enhance the traditional friendship between the Chinese and American people, as well as to deepen the American people's understanding of the Chinese garden culture, the United States and the People's Republic of China governments propose to construct this classical Chinese garden. This project would be jointly planned and constructed by the U.S. and People's Republic of China. This project will include approximately 25 wooden structures, which will be fabricated in China using traditional Chinese construction techniques. The project will also include a 1.72-acre man-made lake. This project will be referred to NCPC, the Commission of Fine Arts, the District of Columbia Historic Preservation Office, and other referral agencies if required. The project will require master plan modification.

A new project in this FYs 2006-2011 program.

FERN VALLEY NATIVE PLANT GARDEN

Recommended

\$35,000 (estimated total project cost). This project includes constructing a new main entrance to Fern Valley from the ellipse, renovating paths, rebuilding bridges, standardizing seating, and making a portion of this area accessible. Preliminary design work has begun with the development of the scope of work. This project will be referred to NCPC, the Commission of Fine Arts, the District of Columbia Historic Preservation Office, and other referral agencies if required.

A new project in this FYs 2006-2011 program.

HICKEY RUN

Recommended

\$2,403,000 (estimated project cost during FYs 2006-2011). This project is a storm water management retrofit. The conceptual design was completed in October of 1999 using \$48,000 from the Environmental Protection Agency and the Agricultural Research Service. A study, which showed that the underlying cause of water quality degradation in Hickey Run was due to sources upstream of the USNA, called for supporting the implementation of a pollution abatement program for the Hickey Run Watershed. The study provided numerous recommendations for reducing pollution, including: constructing trash racks to intercept trash and debris flowing into the USNA; installing absorbent booms to intercept petroleum and hydrocarbon pollution; removing and replacing the concrete walls along Hickey Run between Hickey Lane and the sanitary sewer crossing; repairing the sanitary sewer where it crosses Hickey Run; inspecting the entire sewer line that crosses the USNA property; constructing two ponds on Hickey Run to control erosion of the stream banks, improve the aesthetics of the area, and provide an educational avenue for aquatic plant exhibits and collections; and stabilizing the tributaries that discharge into Hickey Run.

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A design contract was awarded in June 2004 through the Naval Facilities Engineering Command to the Fish and Wildlife Service. Consultation will include the Environmental Protection Agency; the U.S. Army Corps of Engineers; the U.S. Fish and Wildlife Service; the U.S. Coast Guard; the District of Columbia Water and Sewer Commission; the Department of Health; and private organizations. The estimated total cost of the project is \$4,640,000; \$2,237,000 has been received in prior funding.

This project first appeared in the FYs 2005-2010 program.

REPLACE RESTROOM (ASIAN VALLEY AND NATIONAL GROVE OF TREES)

Recommended

\$297,000 (estimated total project cost). This project replaces existing public restroom facilities that are in poor condition. This project will be referred to NCPC, the Commission of Fine Arts, the District of Columbia Historic Preservation Office, and other referral agencies if exterior work is performed.

A new project in this FYs 2006-2011 program.

STORM WATER MANAGEMENT

Recommended and Strongly Endorsed

\$3,250,000 (estimated total project cost). This project replaces the existing system with a state-of-the-art system. This project will be referred to NCPC, the Commission of Fine Arts, the District of Columbia Historic Preservation Office, and other referral agencies if required. This project is strongly recommended to improve water quality to the Anacostia River watershed.

A new project in this FYs 2006-2011 program.

ASIAN VALLEY PATHS RENOVATION

Recommended

\$1,200,000 (estimated total project cost). This project entails designing and constructing a new path system in the Asian collection, making a portion of the collection accessible, and linking it to other gardens and collections. This project will be referred to NCPC, the Commission of Fine Arts, the District of Columbia Historic Preservation Office, and other referral agencies if required.

A new project in this FYs 2006-2011 program.

AZALEA PATHS RENOVATIONS

Recommended

\$1,575,000 (estimated total project cost). This project renovates the path system within the Azalea Collection to improve accessibility and maintenance. This project will be referred to NCPC, the Commission of Fine Arts, the District of Columbia Historic Preservation Office, and other referral agencies if required.

A new project in this FYs 2006-2011 program.

EVENTS PAVILION

Recommended

\$550,000 (estimated total project cost). In accordance with the 2000 Master Plan, this project will provide for a newly constructed pavilion that will eventually be enclosed. This project will be referred to NCPC, the Commission of Fine Arts, the District of Columbia Historic Preservation Office, and other referral agencies if required.

A new project in this FYs 2006-2011 program.

ELLIPSE AREA DEVELOPMENT

Recommended

\$500,000 (estimated total project cost). This project will further link the path system and provide for a new display garden featuring the origin of cultivated ornamentals. This project will be referred to NCPC, the Commission of Fine Arts, the District of Columbia Historic Preservation Office, and other referral agencies if required.

A new project in this FYs 2006-2011 program.

GREENHOUSE COMPLEX RENOVATION

Recommended

\$1,983,000 (estimated project cost during FYs 2006-2011). The USNA Greenhouse Complex Renovation will be done in phases. Phase I consists of demolishing the existing 14,600-square-foot glass greenhouse and constructing a new 7,700-square-foot glass greenhouse and a 3,500-square-foot attached headhouse. The headhouse exterior shall incorporate solid, insulated roof and wall panels instead of glazing. This project will replace a 40-year-old greenhouse and allow headhouse functions to be relocated from Building 018 into the new headhouse.

Phase 2 consists of renovating Building 018 from a mixed-use facility with office, laboratory, and headhouse functions into office space. The exterior of the two-story building will not change from the existing pre-cast concrete wall panels and large windows; this work will be a replacement-in-kind maintenance activity.

This project was submitted to the District of Columbia Historic Preservation Officer and Commission of Fine Arts; concurrence/approval was received from both referral agencies. The estimated total project cost is \$6,156,000; the project has received \$4,173,000 in prior funding.

This project first appeared in the FYs 2004-2009 program.

Comment: At its March 4, 2004 meeting NCPC approved preliminary and final site and building plans to construct a new headhouse and greenhouse for the USNA.

LAB/OFFICE FACILITY

Recommended

\$2,398,000 (estimated total project cost). The USNA laboratory is currently located in the Administration Building, constructed in 1961. The new facility will house 3,400 gross square feet of laboratory space, consisting of four laboratories and one general wet laboratory to support USNA's research requirements. The facility will also have five offices, storage space, and an equipment room. The new laboratory will have separate HVAC, electrical, and fire protection systems. The exterior facade will be reinforced concrete panels, similar to the adjacent Administration Building.

The District of Columbia Historic Preservation Officer and the Commission of Fine Arts will have an opportunity to comment on the design submittals. An environmental review will be also performed.

This project first appeared in the FYs 2005-2010 program.

ADMINISTRATION BUILDING MODERNIZATION

Recommended

\$12,162,000 (estimated project cost during FYs 2006-2011). The USNA Administration Building was constructed in 1961 and consists of 36,178 gross square feet including offices, laboratories, an auditorium, and a herbarium. The facility is a one-story building with a basement. In FY 1991, the Agricultural Research Service (ARS) conducted a Facility Condition Study which identified numerous age-related facility deficiencies in the mechanical, electrical, and plumbing systems; the roofing; and the infrastructure. The modernization will include upgrading the HVAC, electrical, and fire protection systems. It will replace or repair the facility's deteriorated finishes and create use-group separation by changing the layout of the building. This renovation will also include electrical power upgrades, exterior facade work, parking improvements, and window replacement for energy efficiency. The modernized facility will comply with the Americans with Disabilities Act. The exterior concrete facade panels will be repaired or replaced and the entrance will be upgraded. Consultation has occurred with the District of Columbia Historic Preservation Officer and concurrence has been received. Coordination with the Commission of Fine Arts is ongoing. Current total employment is 33; projected employment following improvements is 42. The estimated total project cost is \$13,068,000; the project has received \$906,000 in prior funding.

This project first appeared in the FYs 2000-2004 program.

Comment: At its May 6, 2004 meeting, NCPC approved preliminary and final site and building plans to modernize the Administration Building.

EDUCATION AND VISITOR CENTER

Recommended

\$29,160,000 (estimated total project cost). The project will construct a 50,000-square-foot building to meet growing needs for formal and informal science education space. The facility will assist in the fulfillment of the U.S. National Arboretum's mission as a research and education facility. The District of Columbia Historic Preservation

Officer and the Commission of Fine Arts will have an opportunity to comment on the design submittals. An environmental review will be performed.

This project first appeared in the FYs 2000-2004 program.

USDA HEADQUARTERS

AGRICULTURE SOUTH BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$194,000,000 (estimated project cost during FYs 2006-2011). The Agriculture South Building was constructed between 1930 and 1936 and was designed to house offices and laboratories. It is a seven-story steel frame and masonry building with 1,189,140 square feet of usable space. Previous renovations converted laboratories to office space. The objectives of this project include: upgrading existing life safety, mechanical, electrical, and plumbing systems to comply with current codes; conforming with the barrier-free accessibility requirements; preserving and enhancing the historically significant aspects of the original architecture; and upgrading common-use office spaces to conform with current standards. Benefits of this project include reducing leased office space by increasing building capacity; achieving a more energy-efficient building by replacing mechanical systems; and creating a more safe and comfortable work environment that enhances productivity. The Agriculture South Building is eligible for listing on the National Register of Historic Places. Requirements of Section 106 of the National Historic Preservation Act of 1966 were completed prior to beginning Phase 1. An environmental analysis is not applicable to this project. LEED certification is a goal. There are currently 6500 employees; but, through the use of open-office landscaping with modular furniture, the post improvement population is expected to be 6,800. Parking will be unchanged, with 466 spaces. The estimated total project cost is \$317,000,000; the project has received \$123,000,000 in prior funding.

This project first appeared in the FYs 1995-1999 program.

Comment: NCPC approved preliminary site and building plans for this project at its meeting on July 31, 1997. Final site and building plans for Phases I and II were approved on October 2, 1997 and July 31, 1998, respectively. Final site and building plans for Phase III were approved on October 3, 2002.

PERIMETER SECURITY

Recommended and Strongly Endorsed

\$14,600,000 (estimated project cost during FYs 2006-2011). The perimeter security project includes a series of bollards, plinth walls, planter and retaining walls, as well as other devices, which will surround the buildings at the USDA Headquarters Complex. The USDA completed an environmental assessment in September 2004. The total cost of this project is estimated to be \$14,900,000; the project has received \$300,000 in prior funding.

This project first appeared in the FYs 2002-2007 program.

Comment: At its May, 6, 2004 meeting, NCPC approved the concept site plans for perimeter security for this project, and commended the U.S. Department of Agriculture for adopting a unified approach in developing the concept for enhanced perimeter security for its Headquarters Complex. In addition, as the U.S. Department of Agriculture develops preliminary and final site development plans, the Commission recommends that they:

- Increase bollard spacing throughout to the full extent practicable and in accordance with current recommendations of the Interagency Security Committee. This applies particularly to vehicular entrances to the South Building from C Street, where bollards intrude into the pedestrian path and bollard placement precludes high-speed vehicle approaches.
- Increase pedestrian circulation and queuing space at all street corners where the concept recommends bollards, and ensure that bollard spacing and placement does not obstruct wheelchair access on and around handicapped ramps.
- Provide additional street trees and hardened benches, particularly along Independence Avenue adjacent to the Whitten and South Buildings.
- Minimize use of wedge-type vehicle barriers at driveways. Where required, these barriers should be located so that their visibility from adjacent sidewalks is minimized.
- Coordinate with the Washington Metropolitan Area Transit Authority regarding the placement of other bollards and security elements around the existing Metro station entrance at the northeast corner of the South Building, at the intersection of 12th Street and Independence Avenue.

- Relocate bollards along 12th Street at the west side of the Cotton Annex to the building yard, or provide additional justification for the threat level assigned to this facility.

NCPC recommends that the following project be included in the agency budget as soon as fiscal and budgetary conditions permit.

CONVERSION OF THE DEPARTMENT OF AGRICULTURE BUILDING ON THE NATIONAL MALL TO A PUBLIC USE

Recommended for Future Programming

Undertake a study to determine the possibility of creating a more public use of the current Department of Agriculture Headquarters Building that is appropriate to its National Mall location. Consider the adaptive reuse of the building to a Museum of American Agriculture that highlights the accomplishments of U.S. agricultural progress and contributions to the world.

This project first appeared in the FYs 1987-1991 program.

DEPARTMENT OF THE AIR FORCE

AIR FORCE DISTRICT OF WASHINGTON, BOLLING AIR FORCE BASE

REPLACE/IMPROVE FAMILY HOUSING

Recommended

\$147,362,000 This project will renovate 37 general housing quarters, demolish, and construct 427 new family housing units with all necessary amenities and supporting facilities. Project is required to provide modern and efficient housing for military members and their dependents at Bolling AFB. All units will meet modern housing standards and programmed in accordance with the Housing Community Profile. Project includes site preparation, two car garages where possible and exterior parking for other vehicles, air conditioning, energy conservation features, renewable energy sources includes solar heating and ground water heat pumps, exterior patios and privacy fencing, support infrastructure of roads, utilities, recreation areas, landscaping, asbestos removal, and demolition. Special construction includes porches, decks, exterior storages, etc. In addition, project includes demolition of units in Hickam Village. The design will provide a modern kitchen, living room, family room, bedroom, and bath configuration, with ample interior and exterior storage. The number of bedrooms will range from two to four, as identified in most recent Housing Requirements and Market Analysis. Adequate infrastructure for roads and utilities shall also be provided. This is part of a multi-phase initiative to renovate and replace all the housing units on Bolling AFB.

This project first appeared in FYs 1995-1999 program.

This facility is identified in the Base Realignment and Closure (BRAC) Recommendations. See pages 29-32.

DEPARTMENT OF THE ARMY

WALTER REED ARMY MEDICAL CENTER, MAIN SECTION

This facility is identified in the Base Realignment and Closure (BRAC) Recommendations. See pages 29-32.

U.S. ARMY CORPS OF ENGINEERS

WASHINGTON D.C. AND VICINITY FLOOD CONTROL PROJECT

Recommended and Strongly Endorsed

\$3,404,000 (estimated project cost during FYs 2006-2011). The existing flood protection project for downtown Washington, D.C. consists of a levee between the Lincoln Memorial and Washington Monument, a raised section of P Street, SW, adjacent to Fort McNair, and three temporary closures. This project will make the closures at 23rd Street and Constitution Avenue, NW and 2nd and P Streets, SW permanent. The temporary closure at 17th Street, NW has been redesigned to improve its reliability and minimize the time required for construction during flood events. The authorized modifications will bring the top of the existing levee along the Reflecting Pool (between 23rd and 17th Streets) to a uniform elevation and increase the level of freeboard protection provided. Three control structures have also been added to prevent backflow through the storm sewer system.

Flooding on the Potomac River in Washington, D.C. is affected by both tidal flooding from the Chesapeake Bay and the flood flows on the Potomac River upstream from Washington, D.C. The existing project, which was placed in operation in 1940, was constructed to protect against a flood discharge of 700,000 cubic feet per second on the Potomac River. Subsequent to project completion, settlement of P Street occurred and construction in Potomac Park increased the gap in the protection. Due to the experience of the 1942 flood, the Flood Control Act of 1946 authorized improvements to restore the design level of protection and improve the operation of the project. The total effectiveness of the project depends on implementation of the improvements authorized in 1946. At present, project operation continues to require implementation of emergency measures such that the ability of the project to provide the design level of protection is questionable.

The project, which is awaiting construction funding, was authorized by the Flood Control Act of 1946, the Water Resources Development Act of 1996, and the Water Resources Development Act of 1999. All the historical properties were evaluated as part of the General Design Memorandum dated May 1992. No historical landmarks will be affected by the proposed project.

An environmental assessment, including a Finding of No Significant Impact, is included in the final General Design Memorandum, dated May 1992. The Supplement to the General Design Memorandum, dated June 1996, included an environmental assessment and Finding of No Significant Impact addressing changes since the General Design Memorandum was prepared.

The estimated total project cost is \$6,500,000; the project has received \$3,096,000 in prior funding.

This project first appeared in the FYs 2000-2004 program.

GENERAL SERVICES ADMINISTRATION

General Comment: NCPC strongly endorses a comprehensive program for the timely modernization and careful restoration of historically significant features of General Services Administration (GSA) buildings in the monumental core.

INTERNAL REVENUE SERVICE BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$70,590,000 (estimated project cost during FYs 2006-2011). The project will upgrade and replace major building systems at the IRS Building located at 1111 Constitution Avenue, NW. The initial phase of the project will include upgrading building systems and replacing a collapsing basement floor slab. Replacement is also planned for building moats and basement-level mechanical and electrical systems. Work will include the upgrade of fire, life safety, and electrical distribution systems; replacement of HVAC equipment; repair/replacement of ceilings and lights; placement of interior architectural features as needed; relocation of walls and partitions to suit tenant space needs; restoration of historically significant spaces; and alterations to ensure compliance with all accessibility codes. Cleaning and repointing the stone/masonry exterior of the building is also planned. The IRS building

houses 3,856 employees in a total of 667,665 occupiable square feet of space. The total cost of the project is estimated to be \$333,431,000; the project has received \$52,171,000 in prior funding.

This project first appeared in the FYs 1993-1997 program.

EISENHOWER EXECUTIVE OFFICE BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$182,043,000 (estimated project cost during FYs 2006-2011). Phase II of the project will upgrade and improve the primary and secondary electrical distribution and telecommunication systems and piping and ductwork for future HVAC systems in the building located at 17th Street and Pennsylvania Avenue, NW. The total cost of the project is estimated to be \$298,551,000; the project has received \$116,508,000 in prior funding.

This project first appeared in the FYs 1993-1997 program.

GENERAL SERVICES ADMINISTRATION, NATIONAL OFFICE BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$185,506,000 (estimated project cost during FYs 2006-2011). The project will upgrade and replace the mechanical, electrical, plumbing, life and fire safety systems in the 710,431-gross-square-foot office building located at 18th and F Streets, NW. Additional work includes demolishing the existing receiving and support building in the west courtyard; demolishing the existing office and generator support building in the center of the east courtyard; and adding a new structure of approximately 105,000 square feet connecting the south end of the three legs of the building. Complete renovation will also include adding new passenger and freight elevators; generally improving the building's space-use efficiency; and enhancing the building's estimated market value while preserving its historically significant elements. Since its construction in 1917, the building has never undergone a complete systems modernization. The total cost of the project is estimated at \$198,506,000; the project has received \$13,000,000 in prior funding.

This project first appeared in the FYs 2001-2005 program.

Comment: On December 3, 2003, per a delegated action, the Executive Director of NCPC approved preliminary site and building plans for the project. At its February 3, 2005 meeting, NCPC approved the concept plans for this project. NCPC concurred with GSA's proposal to create an E Street entrance to improve both the function and appearance of the building but excepted from approval the currently submitted E Street entrance design, understanding that GSA had not yet decided on an entrance design and that there are no budgeted funds for the entrance, with the recommendation that further study of proposed designs occur prior to submission of preliminary site and building plans. In addition, NCPC required that GSA submit perimeter security design with the submission of preliminary site and building plans. On February 25, 2005, per a delegated action, the Executive Director of NCPC approved the final site and building plans for the project.

FEDERAL OFFICE BUILDING 8 MODERNIZATION

Recommended and Strongly Endorsed

\$47,769,000 (FY 2006-2011 estimated project cost). The project will completely renovate the 545,000 gross square feet of space in FOB 8, located at Second and C Streets, SW. The building, which currently houses laboratory space, will be renovated for office use. The estimated total cost of the project is \$190,402,000; the project has received \$142,633,000 in prior funding.

This project first appeared in the FYs 1994-1998 program.

FEDERAL OFFICE BUILDING 10A MODERNIZATION

Recommended and Strongly Endorsed

\$21,600,000 (estimated project cost during FYs 2006-2011). The project will upgrade and renovate a 942,083-gross-square-foot building with parking. The facility is located at 800 Independence Avenue, SW. Work will include repairing and replacing major building systems, renovating the overall interior, and making minor exterior repairs and alterations.

This project first appeared in the FYs 1994-1998 program.

GENERAL SERVICES ADMINISTRATION, REGIONAL OFFICE BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$93,100,000 (estimated project cost during FYs 2006-2011). The project is a two-phased modernization that will bifurcate the existing structure at 7th and D Streets, SW—yielding two distinct addresses with separate security—while creating a shared central lobby and centralized mechanical and building support systems. This modernization includes improvements to the mechanical and central heating, ventilating, and air-conditioning systems; and overall reconstruction of the interior space, including the correction of fire and life safety deficiencies. GSA-National Capital Region will occupy one half of the structure while the other half will be used as swing space for tenants during other building modernization projects. The estimated total cost of the project is \$168,300,000; the project has received \$11,160,000 in prior funding.

This project first appeared in the FYs 1992-1996 program.

Comment: At its April 1, 2004 meeting, NCPC approved preliminary and final site and building plans to construct temporary beam gates, and locate concrete planters and one prefabricated guard booth.

DEPARTMENT OF STATE, HARRY S TRUMAN BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$49,110,000 (estimated project cost during FYs 2006-2011). The project will modernize, upgrade, and replace the major building systems at the Main Building located at 2201 C Street, NW. Work includes upgrading fire, life safety, and electrical distribution systems; replacing HVAC equipment; repairing/replacing ceilings and lights; replacing interior architectural features as needed; relocating walls and partitions to suit tenant space needs; making alterations to ensure compliance with all accessibility codes; and restoring historically significant features and spaces. The total cost of the project is estimated to be \$147,618,000; the project has received \$98,508,000 in previous funding.

This project first appeared in the FYs 1992-1996 program.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, ROBERT C. WEAVER BUILDING

Recommended

\$10,000,000 (estimated project cost during FY 2006-2011).

A new project in this FYs 2006-2011 program.

DEPARTMENT OF COMMERCE, HERBERT C. HOOVER BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$336,391,000 (estimated project cost during FYs 2006-2011). The project will upgrade and replace major building systems in a 69-year-old building located at 14th Street and Constitution Avenue, NW. The seven-story headquarters building has 1,913,245 occupiable square feet. Work includes upgrading fire and life safety, mechanical, plumbing, and electrical distribution systems; replacing HVAC equipment, ceilings, and lighting systems; and making limited tenant alterations. Restoring historically significant spaces, complying with all accessibility codes, and recapturing usable space are all included in the project plans. The six-phase modernization will allow the Department of Commerce to consolidate operations from leased space and utilize the building more efficiently. Changes proposed include an infill tower in one courtyard to provide swing space for each phase of the modernization, as well as a long-term housing for elements currently located in swing space. The total cost of the project is estimated to be \$541,000,000; the project has received \$16,900,000 in previous funding.

This project first appeared in the FYs 1993-1997 program.

MARY E. SWITZER BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$27,270,000 (estimated project cost during FYs 2006-2011). The project will improve the mechanical, central heating, ventilating, and air-conditioning systems in the Switzer Building, located at 330 C Street, SW. The overall condition of the interior space—including corrections of fire and life safety deficiencies—will also be accomplished. The 591,301-square-foot building houses 2,528 employees, primarily from the Department of Education. The estimated total project cost is \$116,330,000; the project has received \$89,060,000 in prior funding.

This project first appeared in the FYs 1999-2003 program.

Comment: At its January 8, 2004 meeting, NCPC approved preliminary site and building plans for the building modernization. At its March 3, 2005 meeting, through a delegated action, the Executive Director approved the final site and building plans for the project.

DEPARTMENT OF THE INTERIOR BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$157,249,000 (estimated project cost during FYs 2006-2011). This project will upgrade and replace major building systems in the 1,309,266-gross-square-foot Main Interior Building located at 19th and C Streets, NW. The building was designed for and has been exclusively occupied by the Department of the Interior since its construction in 1936. Work will include the upgrade of fire, life safety, and electrical distribution systems; replacement of HVAC equipment; repair/replacement of ceilings and lights; replacement of interior architectural features as needed; relocation of walls and partitions to suit tenant space needs; alterations to ensure compliance with all accessibility codes; and restoration of historically significant spaces. The estimated total cost of the project is \$262,175,000; the project has received \$104,926,000 in prior funding.

This project first appeared in the FYs 1992-1996 program.

Comment: At its July 25, 1996 meeting NCPC approved the preliminary site and building plans for the renovation and modernization of the Department of the Interior Headquarters Building, 1849 C Street, NW. The Commission requested that the General Services Administration coordinate the design of all elements with the District of Columbia State Historic Preservation Office and Advisory Council on Historic Preservation, in accordance with the Section 106 review process. In addition, the Commission recommended that, in order to reduce their visual prominence, GSA give special attention to the exterior access ramps at the north and south entrances and the height and location of the rooftop stair enclosures. By delegated action NCPC approved the final building plans for the relocation of a proposed stairwell on the north side of the building.

LAFAYETTE BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$109,70,000 (estimated project cost during FYs 2006-2011). The project in this 598,652-gross-square-foot building is for the two-phase repair and replacement of all major building systems, useable space recapture, basic tenant improvements, preservation of historic elements, and security upgrades. The building is occupied by the Department of Veterans Affairs and the Export-Import Bank of the United States. The estimated total cost of this project is \$118,170,000; the project has received \$8,470,000 in prior funding.

This project first appeared in the FYs 1992-1996 program.

WILBUR J. COHEN BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$20,000,000 (estimated total project cost). The project will upgrade and replace the mechanical, electrical, plumbing, life and fire safety systems; improve accessibility; and abate hazardous materials in the 1,072,705-gross-square-foot office building located at 300 Independence Avenue, SW.

This project first appeared in the FYs 1992-1996 program.

DEPARTMENT OF HEALTH AND HUMAN SERVICES, HUBERT H. HUMPHREY BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$77,756,000 (estimated total project cost). The project will upgrade and replace the mechanical, electrical, plumbing, life and fire safety systems; improve accessibility; and abate PCBs, lead paint, asbestos, and hazardous materials.

This project first appeared in the FYs 2001-2005 program.

NEW EXECUTIVE OFFICE BUILDING SYSTEMS REPLACEMENT

Recommended and Strongly Endorsed

\$110,000,000 (estimated total project cost). The project will replace HVAC distribution and the plumbing and sewage system. Work also includes replacing the electric distribution system, implementing the wiring plan, and abating asbestos. This 426,516-gross-square-foot building is occupied by the Executive Office of the President.

This project first appeared in the FYs 2002-2007 program.

DEPARTMENT OF LABOR, FRANCES PERKINS BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$111,000,000 (estimated total project cost). The project involves the design and Phase I modernization of a 1,690,119-gross-square-foot building (including parking area). Work includes upgrades to the HVAC system, the building interior and exterior, fire and safety systems, and elevators. The building will be made compliant with accessibility codes. Interior work will reduce the load factor and increase usable square feet.

This project first appeared in the FYs 2001-2005 program.

FEDERAL TRADE COMMISSION BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$57,200,000 (estimated total project cost). The project will repair a 301,870-gross-square-foot building. Work includes making repairs to the superstructure, foundation, exterior, and windows; and replacing electrical, mechanical, and plumbing systems. Also included are the restoration of historical features, additions of fire and life safety requirements, and the improvement of restrooms to make them compliant with accessibility codes.

This project first appeared in the FYs 1993-1997 program.

FORRESTAL BUILDING MODERNIZATION

Recommended

\$112,000,000 (estimated total project cost). The project is to install fire and life safety equipment in the Forrestal Building, located at 1000 Independence Avenue, SW. This building contains approximately 1,432,884 gross square feet of space with inside parking. Currently the Forrestal Building does not meet the fire and life safety code because it is not protected by a sprinkler system. In case of a fire, the fire alarm will sound, but there is no protection for the occupants or for the building. The original lights and wiring are installed in a tray ceiling, which will need to be replaced as they pose a significant fire hazard. Asbestos, which is insulating the ceiling and wiring, will be abated.

This project first appeared in the FYs 2002-2007 program.

Comments: At its May 5, 2005 meeting, NCPC approved the concept design for Phase 1, Column Wraps; Phase 3, 10th Street Road Hardening; and Phase 6, Building Core Protection for Building A of the Forrestal Complex. NCPC disapproved the concept design for Phase 2, Blast Shield over 10th Street; Phase 4, Security Elements and 10th Street Road Work; and Phase 5, 10th Street Bollards and Guard Booths. The Commission required that any subsequent submission include a programmatic evaluation of removing the portion of the building mass (four column bays) that bridges over 10th Street.

E. BARRETT PRETTYMAN U.S. COURTHOUSE MODERNIZATION

Recommended and Strongly Endorsed

\$190,776,000 (estimated total project cost). The project will upgrade and replace major building systems of the 634,297-occupiable-square-foot building at 333 Constitution Avenue, NW. Work will include the upgrade of fire, life safety, and electrical distribution systems; the replacement of HVAC equipment; the repair and replacement of ceilings and lights; the replacement of interior architectural features as needed; the relocation of walls and partitions to suit tenant space needs; and alterations to ensure compliance with accessibility codes.

This project first appeared in the FYs 2003-2008 Program.

J. EDGAR HOOVER BUILDING MODERNIZATION

Recommended and Strongly Endorsed

\$136,000,000 (estimated total project cost). The project will upgrade and replace major building systems in this building occupied by the Federal Bureau of Investigation, located at Pennsylvania Avenue and E Street between 9th and 10th Streets, NW. Work will include the upgrade of fire, life safety, and electrical distribution systems; the replacement of HVAC equipment; the repair and replacement of ceilings and lights; the replacement of interior architectural features as needed; the relocation of walls and partitions to suit tenant space needs; and alterations to ensure compliance with accessibility codes

This project first appeared in the FYs 2003-2008 program.

REMOTE DELIVERY SERVICE CENTER

Recommended

\$35,000,000 (estimated total project cost). The project will construct a material handling facility with an on-site laboratory to screen mail for the Executive Office of the President. The proposed Remote Delivery Facility II will consist of approximately 82,847 gross square feet of space (51,814 square feet of useable space). No location has been determined, although a site within Washington, D.C. is preferred.

This project first appeared in the FYs 2005-2010 program.

ST. ELIZABETHS HOSPITAL MODERNIZATION

Recommended

\$339,181,000 (estimated project cost during FYs 2006-2011). The project will upgrade and replace major building systems on the hospital's west campus. It will rebuild the infrastructure in preparation for the site's first federal tenant—the United States Coast Guard. The Coast Guard's new national headquarters will be a combination of newly constructed and restored space. Infrastructure rebuilding will restore landscaping; clean storm water systems; replace underground pipes; upgrade selected fire protection systems; repair the waste water system; address general deferred maintenance; and repair and stabilize selected structures. The new headquarters will consolidate several leased locations into a single, federally owned site—leading to economies of scale not currently enjoyed by the service. GSA plans for the new headquarters will follow the Design Excellence program and achieve a Silver LEED rating.

A new project in this FYs 2006-2011 program.

FIRE AND LIFE SAFETY SYSTEMS

Since September 11, 2001 agencies have realized that communication in the event of an emergency is critical. These projects will replace existing fire alarm systems in a number of buildings throughout the District of Columbia with new voice fire alarm systems that will provide occupants with adequate protection during an emergency. The systems can be used for fire and other types of emergencies (shelter in place, partial evacuation). The program has received \$68,188 in previous funding for projects region-wide.

FIRE AND LIFE SAFETY SYSTEMS, POSTAL SQUARE

Recommended

\$7,858,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

FIRE AND LIFE SAFETY SYSTEMS, FRANCES PERKINS BUILDING

Recommended

\$7,945,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

FIRE AND LIFE SAFETY SYSTEMS, J. EDGAR HOOVER BUILDING

Recommended

\$1,018,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

FIRE AND LIFE SAFETY SYSTEMS, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Recommended

\$429,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

FIRE AND LIFE SAFETY SYSTEMS, FEDERAL OFFICE BUILDING 10A

Recommended

\$419,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

FIRE AND LIFE SAFETY SYSTEMS, INTERNAL REVENUE SERVICE BUILDING

Recommended

\$409,000 (estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

NATIONAL COURTS WINDOW REPLACEMENT

Recommended

\$13,797,000 (estimated total project cost). This project will remove old window panes and install blast mitigating, energy-efficient panes at this building, which is occupied by the Court of Appeals for the Federal Circuit and the Court of Federal Claims.

This project first appeared in the FYs 2004-2009 program.

HOTD STEAM DISTRIBUTION COMPLEX

Recommended

\$78,783,000 (estimated project cost during FYs 2006-2011). This project will replace the buried steam distribution and condensate lines that supply steam and return condensate from the Heating Operation and Transmission District (HOTD) Central Heating Plant to 100 federal and District government buildings in metropolitan Washington, D.C. Replacing the lines will improve the reliability of the steam distribution system, reducing the likelihood of future line ruptures that can disrupt service and create hazards. The project is also expected to improve overall HOTD system efficiency through better insulated lines that reduce lost steam, return more condensate to the heating plant, and result in more efficient water use and lower costs. Design is planned for early FY 2006, with construction beginning in FY 2006 and completion planned for FY 2008. The estimated total project cost is \$80,783,000; the project has received \$2,000,000 in prior funding.

This project first appeared in the FYs 2005-2010 program.

THEODORE ROOSEVELT BUILDING REHEAT COILS

Recommended

\$2,700,000 (FY 2006-2011 estimated total project cost).

This project first appeared in the FYs 2004-2009 program.

NCPC recommends that the following projects be included in the agency budget as soon as fiscal and budgetary conditions permit.

FEDERAL TRIANGLE LIGHTING

Recommended for Future Programming

Extend the architectural lighting treatment—currently proposed for installation on the exterior of the Main Justice Building—to the remaining buildings along Constitution Avenue, including the rest of the Federal Triangle frontages.

This project first submitted by NCPC in the FYs 1992-1996 program.

LAFAYETTE BUILDING EXTERIOR REFINISHING

Recommended for Future Programming

Refinish the plain brick exterior walls of the Veterans Affairs Central Office Building on Vermont Avenue that face the interior of the block and are highly visible from Lafayette Square and the White House. Such refinishing should be substantially similar in style and materials to the finish of the existing exterior walls that face Vermont Avenue and I Streets, NW.

This project first submitted by NCPC in the FYs 1994-1998 program.

DEPARTMENT OF THE INTERIOR

General Comment: Master and subarea plans for several National Park Service facilities in the National Capital Region have been approved by NCPC. These plans contain many desirable projects and proposals that should be given further consideration by the National Park Service for inclusion in the six-year program.

NATIONAL PARK SERVICE

STRUCTURAL AND UTILITY REHABILITATION FOR THE EXECUTIVE RESIDENCE

Recommended and Strongly Endorsed

\$15,571,000 (estimated project cost during FYs 2006-2011). The project addresses a backlog of restoration and rehabilitation items and long-term utility and structural repair for the White House and President's Park. Projects for the White House grounds, President's Park, and White House support facilities are also included. The estimated total cost of this project is \$44,792,000; the project has received \$29,221,000 in prior funding.

This project first appeared in the FYs 2004-2009 program under the title, "White House Improvements."

PRESERVE PEIRCE MILL STRUCTURE & RESTORE MILLING MACHINERY

Recommended

\$3,270,000 (estimated total project cost). This project will stabilize and preserve the Peirce Mill, a National Register property dating back to 1829 and located in the heart of Rock Creek valley in Washington, D.C. The scope of this project is based on the findings and recommendations documented in the Peirce Mill Historic Structures Report (draft 2001). The structure, including the wood shake roof, stone walls, timber structural support system, plank floors, and windows will be repaired according to the Secretary of the Interior's Standards. The mill's broken waterwheel and deteriorated machinery, which are based on 19th-century prototypes, will be restored to operating condition. Corrections addressing mechanical and electrical deficiencies will bring the building up to code. A fire suppression and alarm system will also be installed to protect visitors and staff, as well as the structure itself. A water intake will be developed to provide the flow of water needed to operate the restored milling apparatus. A flood control system will be constructed to protect the structure and the machinery. To address the needs of visitors and other public safety concerns, as well as maintain the integrity of the grounds surrounding the mill, a cultural landscape report—based on the 1998 Cultural Landscape Inventory—will be completed. In turn, accessible pedestrian circulation and the building entrance will be designed and installed; the adjacent comfort station/restroom will be rehabilitated to meet accessibility standards; and landscape features will be constructed to separate pedestrians from vehicular traffic in the area.

This project first appeared in the FYs 2005-2010 program.

PRESERVE AND PROTECT MERIDIAN HILL PARK (2)

Recommended and Strongly Endorsed

\$3,977,000 (estimated project cost during FYs 2006-2011). This project will correct critical health, safety, and structural problems to prevent further deterioration, repair damaged elements, and preserve historically significant resources. The project will involve repairing and replicating exposed concrete aggregate walls, piers, and landscape features, including fountain elements; replacing damaged exposed concrete aggregate walks and steps with in-kind material based on historic concrete mix; repairing or replacing underground drainage and water lines in the upper Mall area; stabilizing and repairing settlement associated with the Great Terrace and Lower Plaza reflecting pool; repairing and replicating missing elements and conserving historic iron fencing around the upper play area and along Euclid Street; replacing missing Linden Allee benches; rehabilitating NPS storage and maintenance areas under the Great Terrace for operational use; repairing operational elements of the 16th Street entrance fountain; installing necessary signage; and implementing a preservation planting plan. The estimated total project cost is \$6,942,000; the project has received \$2,965,000 in prior funding.

This project first appeared in the FYs 2005-2010 program.

Comment: NCPC strongly endorses the preservation and restoration of Meridian Hill Park to prevent the further deterioration of the historic concrete structures.

THEODORE ROOSEVELT MEMORIAL REHABILITATION

Recommended

\$1,706,000 (estimated total project cost). This project involves the following: reconstructing the elliptical moats by removing the existing deteriorated concrete liners and replacing them with new epoxy-concrete liners; cleaning, repointing, and resetting the existing granite facing stone; completing the redesign and installation of a new water circulation and filtration system; installing a dual-pipe distribution system for zoned operation; providing a new filtered discharge outlet to the Potomac River; upgrading pumps and filter equipment; rehabilitating the stonework, bridges, and walkways surrounding the memorial to sustain/repair materials and provide for accessibility; and rehabilitating and restoring vegetative landscaping to remove exotic invasives and re-establish the original design intent.

This project first appeared in the FYs 2005-2010 program.

NCPC recommends that the following six projects be included in the agency budget as soon as fiscal and budgetary conditions permit.

REPAIR SEAWALLS, WEST POTOMAC PARK

Recommended for Future Programming

Repair the deteriorating seawalls, particularly in the vicinity of the Lincoln Memorial.

This project first was submitted by NCPC in the FYs 1985-1989 program.

FORT CIRCLE PARKS SYSTEM

Recommended for Future Programming

Complete development of the Fort Circle Parks System as soon as possible to create a ring of Civil War fort parks and connecting greenways as described in the McMillan Plan. Acquire the necessary interest in lands to provide for a continuous trail, to protect the park-like environment of the system, and to preserve the important scenic, historic, and natural elements and panoramic views of the Civil War forts. Community-oriented recreational opportunities, interpretation of the fort sites, and a well-delineated connecting trail in a park-like setting should be provided throughout the system.

This project was first submitted by NCPC in the FYs 1987-1991 program.

Comment: Enhancing the Fort Circle Parks System is a policy adopted in the Comprehensive Plan for the National Capital: Federal Elements. NCPC has partnered with the National Park Service and the District of Columbia's Department of Parks and Recreation and Office of Planning to complete and implement a plan for a seamless park and open space system for Washington, D.C. Strategies to complete the recommendations of this project will be developed within this planning effort.

GEORGETOWN WATERFRONT PARK, DESIGN AND CONSTRUCTION

Recommended for Future Programming

The public park linking the Potomac Palisades with Rock Creek Parkway should be developed with an emphasis on pedestrian linkages, waterfront usage, and related activities.

This project was first submitted by NCPC in the FYs 1981-1985 program.

Comment: At its July 8, 2004 meeting NCPC approved the revised design concept for Georgetown Waterfront Park at the Wisconsin Avenue terminus. Through a delegated action on September 2, 2004, the Executive Director approved the preliminary site development plans to construct new sidewalks, bulkwalks, paved promenade, asphalt bike path, site grading, and landscaping at the park. At its June 2, 2005 meeting, NCPC approved the final site and building plans for Georgetown Waterfront Park.

IMPROVE PEDESTRIAN LINKAGES BETWEEN NATIONAL MALL ATTRACTIONS AND THE ANACOSTIA AND POTOMAC RIVER WATERFRONTS

Recommended for Future Programming

This project includes studying, planning, and developing pedestrian linkages between visitor attractions on and near the National Mall with development along the Anacostia and Potomac Rivers. As initially proposed by NCPC's 1997 Legacy Plan, connections to the Southwest Waterfront and connections from East and South Capitol Streets to the Anacostia River should be considered for future monumental core-related activities.

This project was first submitted by NCPC in the FYs 1995-1999 program.

Comment: This concept was first proposed in NCPC's 1997 Legacy Plan. The Legacy Plan called for making greater use of the Anacostia River's waterfronts and shorelines and connecting these areas to the adjacent surrounding communities and neighborhoods. The portion of this concept along the Anacostia River is now a part of what is currently called the Anacostia Waterfront Initiative (AWI), the framework plan for revitalizing the District's waterfront areas. The District of Columbia, through the newly created Anacostia Waterfront Corporation, is implementing projects developed within AWI, including a Riverwalk Multi-use Trail that provides a safe and convenient means to access the Anacostia waterfront and enjoy Anacostia Park.

The Trail and its connecting points would extend along the east side of the Anacostia River from the Washington Navy Yard to Benning Road, and on the west side of the Anacostia River from the Anacostia Naval Station to the Bladensburg trail in Prince George's County, Maryland. The overall Trail is divided into three design sections:

- Section 1 – Includes all portions of the trail east of the Anacostia River from the Anacostia Naval Station at the south end to Benning Road at the north.
- Section 2 – Includes all portions of the trail west of the Anacostia River from the Washington Navy Yard at the south to Benning Road at the north.
- Section 3 – Includes all portions of the trail east of the Anacostia River from Benning Road to the Bladensburg Trail in Prince George's County, Maryland.

At its January 6, 2005 meeting, NCPC approved the concept site development plans for the Anacostia Riverwalk Multi-use Trail. At its June 2, 2005 meeting NCPC approved the preliminary and final site development plans for the Anacostia Riverwalk Multi-use Trail Section 2, West of the Anacostia River.

UPDATE THE NATIONAL MALL MASTER PLAN

Recommended for Future Programming

This project calls for updating the Master Plan of the National Mall, which defines the Mall's boundaries and how it fits with the design framework of those areas immediately adjacent to the Mall and the surrounding urban area. The updated Master Plan should address the preservation of the Reserve area as defined in the 2003 amendment to the Commemorative Works Act; the security of Mall visitors and of memorials and museums; the placement of visitor facilities including food, information, and restroom facilities; the treatment and use of the landscape spaces on all sides of museum buildings; the maintenance and strengthening of Mall cross-axes; and the preservation of the Mall's historic cultural landscape.

This project was first submitted by NCPC in the FYs 2002-2007 program.

DEPARTMENT OF THE NAVY

Several Naval District Washington facilities are identified in the Base Realignment and Closure (BRAC) Recommendations. See pages 29-32.

NAVAL OBSERVATORY

ATOMIC CLOCK VAULT

Recommended

\$3,200,000 (estimated total project cost). This project calls for the construction of a 5,000-square-foot, single-story industrial vault facility to house Department of Defense Master Clock equipment and instruments. This site is located off of Massachusetts Avenue at the end of Observatory Circle, NW, Washington, D.C. Construction will include a reinforced concrete structure; a sloped metal roof; isolation pads to control vibration; dual redundant mechanical and electrical systems; an emergency generator; and site improvements. The controlled environment of the new facility will house equipment that provides astronomical and timing data in support of Department of Defense navigation, positioning, communications, and command operations. The project includes demolition of seven existing structures.

This project first appeared in the FYs 2003-2008 program.

Comment: At its October 7, 2004 meeting, through a delegated action, the Executive Director approved the preliminary site and building plans for the National Master Clock facility at the U.S. Naval Observatory.

NAVAL RESEARCH LABORATORY

ADVANCED COMPUTING FACILITY

Recommended

\$14,000,000 (estimated total project cost). This project involves the construction of a 49,000-square-foot multi-story facility at the Naval Research Laboratory, located at 4555 Overlook Avenue, SE, Washington, D.C. The new state-of-the-art information technology facility will provide space for research in autonomous systems, high performance computing, networking, simulation, planning, and virtual reality—especially in support of Anti-Terrorism/Force Protection work. The facility will be constructed of steel frame on pile foundation systems, concrete floors with access flooring, and associated utilities. The demolition of six buildings is part of this project. Included in the building are computing facilities, laboratories, research offices, and support spaces.

This project first appeared in the FYs 2003-2008 program.

WASHINGTON NAVY YARD

RENOVATE BUILDING W-200

Recommended

\$45,000,000 (estimated total project cost). This project will renovate a five-story, 235,000-square-foot administration building with a 55,000-square-foot footprint. The function of the building will remain the same after renovation. The project will retain the existing shell of the 1939 structure, while completely renovating the interior.

This project first appeared in the FYs 2005-2010 program.

SMITHSONIAN INSTITUTION

General Comment: NCPC strongly endorses a comprehensive program for the timely modernization and careful restoration of historically significant features of Smithsonian Institution buildings in the monumental core.

CONSTRUCT/INSTALL ANTI-TERRORISM PROTECTION

Recommended and Strongly Endorsed

\$92,800,000 (estimated project cost during FYs 2006-2011). Since the terrorist attacks on New York and Washington, D.C. on September 11, 2001 the Smithsonian Institution has developed a comprehensive plan for reducing the risk of a terrorist attack occurring at a Smithsonian museum. The plan is designed to minimize the potential damage to people, collections, and buildings should a terrorist attack take place. With the help of outside experts, Smithsonian staff performed risk assessments, reviewed security and disaster preparedness plans, and commissioned blast assessments for Smithsonian public buildings. This resulted in the following recommendations to mitigate against vulnerabilities: installation of physical barriers separating the buildings from the street; installation of anti-shatter window film (or interior retro-fits) to mitigate the effects of glass window walls and doors shattering during a blast event; increased building perimeter camera surveillance; improved building emergency voice systems; secured non-public building areas with electronic access control; electronic screening of mail and visitors for the most heavily visited museums; protection against chemical, biological, and radiological attack; and mitigation against the effects of blast and progressive collapse. Historic preservation and environmental issues will be considered as part of the design phase.

The anti-terrorism major renewal program consists of multiple projects to reduce the Smithsonian's vulnerability, including Mall-wide site adaptations, modifications to building perimeters and additions, and modifications to building systems. The program will be implemented over multiple fiscal years with emphasis on the highest priority projects to reduce the Smithsonian's vulnerability to attack. The estimated total project cost is \$115,700,000; the project has received \$12,925,000 in prior funding.

The full program includes the following elements:

- Construct Permanent Physical Security Barriers: Install hardened perimeter barriers, pop-up barriers, and guard booths (meeting established government criteria) to provide a reasonable standoff distance from Smithsonian facilities, thus ensuring vehicles carrying explosives cannot drive immediately adjacent to building exteriors. The current estimate for the total project is \$46,500,000.
- Mitigate Window Glass Hazards: Modify windows, including film application with frame restraints or interior retro-fits, to prevent glass from shattering into deadly shards. Work to complete the Smithsonian facilities will occur at the Patent Office Building, National Museum of Natural History, Renwick, Quadrangle, Freer, Smithsonian Institution Building, Victor Building, Udvar-Hazy Dulles Center, Arts & Industries Building, Cooper-Hewitt, and National Museum of the American Indian/Heye Center. The current cost estimate is \$65,100,000.
- Install Perimeter Camera Systems: Provide exterior surveillance cameras and monitoring in the security control rooms. Full-time recording by these cameras will provide invaluable investigative information in the event of a potential security or terrorist related event. The current cost estimate is \$700,000.
- Provide Electronic Access Control: Install Electronic Access Control (card readers) at all public/staff separation points throughout the Institution's facilities to restrict the public's ability to gain access to sensitive and critical areas. The current cost estimate is \$700,000.
- Modify Air Intakes for Chemical, Biological, and Radiological Mitigation: Modify and protect facility air intakes and HVAC systems at all Smithsonian facilities to prevent or reduce the impact of a potential chemical/biological/radiological attack against major metropolitan areas or the Smithsonian. The current cost estimate is \$2,700,000.

This project first appeared in the FYs 2003-2008 program.

Comment: At its February 5, 2004 meeting, NCPC approved concept design for the Smithsonian Institution's Mall-Wide Perimeter Security Improvements. NCPC approved the preliminary Mall-wide building perimeter security plans for nine buildings of the Smithsonian Institution between Constitution Avenue, NW and Independence Avenue, SW and 7th Street and 14th Street in Washington, DC, except for:

- the low free-standing walls at the north entrance fountain and along 14th Street, NW at the National Museum of American History
- the line of bollards along Jefferson Drive, SW north of the entrances of the Freer Gallery and the Arts and Industries Building.

NCPC recommended that in the development of the final site plans the Smithsonian Institution:

For The National Museum of Natural History

- Provide additional openings through the low free-standing walls to the lawn areas adjacent to the north entrance.
- Further develop the north entrance sign panel design to distinguish it in scale and profile from the height of the adjacent low free-standing walls. Replace solid wall sections flanking the sign panel with benches facing Constitution Avenue, NW.
- Relocate the perimeter security line along Madison Drive, NW and 12th Street, NW to incorporate and modify the existing parking retaining walls and plinths.
- Relocate the bollards in front of the south entrance to minimize conflicts with pedestrian movement along the sidewalk.

For The National Museum of American History

- Redesign the north entrance area to incorporate and/or modify the existing fountain as part of the perimeter security.
- Relocate the perimeter security line along 14th Street, NW and incorporate it into the landscape of the building yard.

For The Quad: Smithsonian Castle, S. Dillion Ripley Center, the Freer Gallery of Art, the Arthur M. Sackler Gallery of Art, the Museum of African Art, the Arts and Industries Building, the Haupt Garden and the Ripley Garden.

- Continue development of the Jefferson Drive curving wall and landscape design in collaboration with NCPC, the National Park Service, the U.S. Commission of Fine Arts, and the District of Columbia State Historic Preservation Officer to ensure compatibility with the Mall and the Smithsonian Castle.
- Minimize continuous lines of bollards along the north entrances of the Freer Gallery and Arts and Industries Building. Incorporate alternative streetscape and site elements into security perimeter line and confine placement of security elements to the building yard.
- Eliminate the lay-by at the south entrance of the Freer Gallery, along Independence Avenue, SW., and reduce the number of bollards by introducing alternative streetscape and site elements. Eliminate bollards that extend across the sidewalks and consider moving the security line to the edge of the building yard.
- Relocate the west portion of the perimeter security line between the curb line and the Haupt garden wall at the Arts and Industries Building to a location east of the garden walkway, and reduce the number of bollards by introducing alternative streetscape and site elements.

NATIONAL MUSEUM OF NATURAL HISTORY REVITALIZATION

Recommended

\$183,000,000 (estimated project cost during FYs 2006-2011). The project will provide the following:

- Replace HVAC, ductwork, lighting, and electrical wiring.
- Abate and encapsulate asbestos and lead.
- Restore and upgrade the windows in the original building.
- Upgrade fire protection and detection, storm water, water distribution, sanitary, and power systems.
- Remove and replace the mezzanines to meet acceptable fire protection and accessibility standards.
- Modify staff restrooms to meet ADA requirements.

- Update the existing security system.
- Create an accessible entrance from the Mall.
- Create a safe storage facility for the variety of hazardous chemicals used in the museum's scientific research departments.
- Repair and replace deteriorated piping systems in the tunnels beneath the ground floor of the museum, including primary fire protection sprinkler mains, storm and sewage mains, and miscellaneous water and steam piping.
- Upgrade emergency power systems to bring the building's life safety systems into code compliance.

The current (FY 2005) phase of the project continues the ongoing Major Capital Revitalization of the Natural History Building with the renovation of the building's mechanical and electrical systems and associated work. The particular focus of the current project is the renovation of the 6th floor of the building's west wing. An all new air conditioning and heating distribution system will be installed; the electrical system upgraded, including a new lighting system; and space modifications made to provide a more flexible and serviceable working environment. An environmental review will be conducted during each design phase. No adverse environmental impact to the surrounding area is anticipated.

The windows in the main building are original and are so badly deteriorated that they no longer provide a proper seal, and they are also covered with layers of lead-based paint. The roof system above the rotunda and the major halls were installed in 1909, with portions replaced in the 1950s. The roof over the original building is now being replaced. The 40-year-old HVAC, control, fire protection and suppression, and laboratory exhaust systems are all 15 years past their projected normal useful life and break down frequently. The automatic temperature control system is obsolete and does not operate satisfactorily to maintain stable temperature and humidity necessary for long-term preservation of the collections. Ninety percent of the electrical lighting and power panels in the building are more than 30 years old. The emergency power system is inadequate to operate the more than 30 elevators, three fire pumps, and emergency lighting in the building in the event of a major power outage. Restrooms for the public, and some for staff, have been modified to make them handicapped accessible, but 22 staff restrooms in the building still do not meet ADA requirements. Asbestos has been abated in all major equipment rooms and in the attics, but it remains in duct wrap, mastic, pipe insulation, and most of the vinyl floor tile. Lead in old paint is present throughout the building, and must be abated or encapsulated. To meet pressing space needs, mezzanines have been added over the years in a haphazard fashion. The mezzanines do not have sufficient fire separation from adjacent spaces, are inaccessible to persons with disabilities, and are overcrowded to the point of structural stress. None of these mezzanines can be renovated to meet code requirements and must, therefore, be removed or replaced. The museum continues to outgrow its quarters, diminishing the space available for public use. When the building opened in 1910, 220,000 square feet of exhibit space was provided. Today, visitation has increased a thousand fold from the earliest days of the museum, yet exhibits currently occupy 25 percent less space. Escalators installed in the 1970s are poorly placed and do not serve visitor needs. The museum's main public entrance from the National Mall, used by 80 percent of the museum's visitors, is not accessible to persons with disabilities. Presently, the only accessible entrance to the museum is on Constitution Avenue, a three-block journey for those arriving at the Mall entrance.

Eligible for listing in the National Register of Historic Places, the National Museum of Natural History was designed by Hornblower and Marshall and completed in 1911 in the Beaux-Arts style. Mills, Petticord, and Mills added east and west wings in 1964 for offices, storage, and laboratories. In the 1990s, east and west courtyard complexes were added for public facilities, offices, storage, and classrooms. The 1.8-million-square-foot building is one of the leading international centers for research on life sciences, earth and planetary studies, and anthropology. The museum's researchers study natural and cultural diversity by collecting and identifying specimens of nature and cultural artifacts; establishing relationships among them; and explaining the underlying processes that generate, shape, and sustain their diversity. The Hope diamond, dinosaur skeletons, an African bush elephant, and an insect zoo are among the collections. Annual visitation has been as high as 9.3 million. The estimated total project cost is \$291,370,000; the project has received \$108,370,000 in prior funding.

This project first appeared in the FYs 2003-2008 program.

RESTORE ARTS AND INDUSTRIES BUILDING

Recommended and Strongly Endorsed

\$197,800,000 (estimated project cost during FYs 2006-2011). The project will provide the following:

- Replace plumbing, fire detection and suppression, security, vertical transportation, and communication systems; and modify environmental control systems to protect collections and the building's fabric.
- Modify and upgrade elevators and improve access for persons with disabilities.
- Replace sections of the roof; repair the facade to prevent further leaks; replace insulation to stabilize the interior temperature and humidity; and restore the interior to reflect its original architecture.
- Remove asbestos, CFCs, and lead paint. Install a new energy-efficient heating, ventilating, and air conditioning system to control and monitor environmental conditions to meet climate-control requirements of the collections, reduce maintenance costs, and meet contemporary codes and ventilation standards.
- Relocate air handling and other HVAC equipment to an underground mechanical room to improve efficiency and free space for public use and provide a new public food service facility.
- Replace obsolete and malfunctioning electrical panel boards, switchgear, and distribution systems with a system that meets current codes and program requirements. Install a connector to the Quadrangle building to allow the loading dock in that building to serve the Arts and Industries Building (AIB) also.

An environmental review will be conducted during the design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

Due to the risk of roof failure, the Smithsonian discontinued public programs in this building located at 900 Jefferson Drive, NW, in January 2004. The Institution will close the building completely beginning in FY 2005, even though restoration of the building may not proceed for several years because of the current funding climate. Building closure will require relocation of staff, collections, and other activities now housed in the building. Relocation plans for AIB occupants have been developed under various scenarios including existing Smithsonian space and leased space, balancing programmatic efficiency and cost. In addition to offices, several specialized spaces must be relocated, including collections (archives, requiring heavy floor-loading), public programs (the AIB exhibition program and Discovery Theater), the infant/toddler day care center, and the Institution's entire central computer center and support spaces. The FY 2005 budget provides \$2.4 million to begin relocating AIB occupants to permanent owned and leased space. The Smithsonian has requested funds in FY 2006 to complete relocation of all staff and collections, and begin "mothball" operation of the building. The Smithsonian Institution Archives (SIA) and the Office of the Chief Information Officer (OCIO) will be consolidated from various remote and local locations into the new, permanent location(s). This consolidation will take advantage of this unique opportunity to eliminate a number of operating inefficiencies for both units. Currently, OCIO staff and equipment are located in several different buildings, requiring daily travel time between sites even for routine tasks. SIA collections are located in a number of geographical locations, from Virginia to Pennsylvania, which hampers comprehensive treatment and use of the materials by staff and scholars.

The building's current condition is very poor. The last major renovation of the utility systems took place in the 1970s. The HVAC equipment and electrical and other utility systems are now nearly 30 years old and break down with increasing frequency. Roof leakage continues to cause further damage to the roof structure, building components, paint, and plaster. Paint is peeling at an increasing rate, which in turn increases the risk of contamination from lead. Structural analysis of the historic building roof trusses has revealed that the structural integrity of main roof components is at risk of failure. The 2003 Roof Report recommended "... a permanent roof repair/replacement program be implemented within two years in order to ensure the safety of the museum patrons." Due to the serious deterioration of roof elements already, the Smithsonian has determined that the building must be vacated quickly to ensure the health, safety, and welfare of staff, visitors, and collections. Design and construction costs for "mothballing" the historic structure are currently being developed. The Smithsonian plans to seek funding in the future for the revitalization project.

A National Historic Landmark, this 1881 polychrome masonry structure was designed by German-American architects Adolph Cluss and Paul Schulze with General Montgomery Meigs as a consultant. Built to house the U.S.

National Museum, including objects given to the Smithsonian after the 1876 Centennial Exposition, the 185,000-square-foot building most recently housed temporary exhibition space, public facilities, administrative offices, and the Discovery Theater. Smithsonian Archives, including the papers of the first Secretary, Joseph Henry, and the central Office of Information Technology are among the largest tenants of the building. Average annual visitation is 908,000. The estimated total project cost is \$234,445,000; the project has received \$36,645,000 in prior funding.

This project first appeared in the FYs 2003-2008 program.

Comment: NCPC strongly supports the rehabilitation and reuse of this distinctive and historically significant building. Because of its prominent location and symbolic relationship to the Mall, a significant public use should be located within the structure.

NATIONAL MUSEUM OF AMERICAN HISTORY–BEHRING CENTER PUBLIC SPACE

Recommended

\$31,500,000 (estimated project cost during FYs 2006-2011). The Public Space Renewal Project provides a boost in modernizing the National Museum of American History (NMAH), Behring Center, which is eligible for the National Register of Historic Places due to its location on the National Mall. All three main exhibit public floors of the museum, comprising approximately 30,500 gross square meters (330,000 gross square feet), are part of this major renewal which will redefine the visitors' experience and modernize and clarify circulation and amenities. In addition, the project will bring the NMAH to higher building code standards. The scope of work includes upgrades to public restrooms, the fire detection and alarm system, life safety egress, fire protection, elevators, escalators, mechanical and power distribution systems, exterior hardscape, landscape, and the physical security of the museum. In addition to the Public Space Renewal Project, the modernization includes four major exhibits endorsed by the Blue Ribbon Commission, to be funded by the Behring Foundation and other private donors. The Public Space Renewal Project must be accomplished in coordination with the museum exhibit renewal program. The project will also be coordinated with the Anti-Terrorism Protection program to reduce the building's vulnerability to attack.

Due to incremental funding from both federal and Trust sources the project has been phased over a number of years as follows:

a) East Wing of the Building - The project includes replacing escalators; upgrading fire detection/alarm systems and connecting them to the Network Command Center; restoring the second- and third-floor public restrooms; providing new rescue assistance areas; and correcting life safety/fire protection deficiencies in support of the Price of Freedom exhibit, which opened in November 2004.

b) Central Core of the Building - The project includes improving the Flag Hall; renovating the first floor Presidential Reception Suite; upgrading the fire detection/alarm system; improving museum lighting and sound on the three main public floors; correcting life safety/fire protection deficiencies; restoring the public restrooms; providing a new power distribution system; correcting the mechanical system; replacing elevators and escalators; and providing vertical transport between the first and second floor.

The fire detection and alarm system is outdated and requires excessive maintenance. The public restrooms are outdated, do not meet code in fixture quantity, and are not fully accessible. Public circulation areas, amenities, lobbies, seating, telephones, and secure coat check facilities are worn and in disrepair. The elevators are not fully accessible and are not all on emergency power. The escalators are reaching the end of their useful life. Paths of emergency egress are not clearly defined, creating life safety hazards for the public and staff. Fire separation doors are a life safety hazard and require excessive maintenance. Areas of rescue assistance for the disabled are needed. The deficiencies in the mechanical system have caused extreme variations in the building humidity. Steam condensate piping and pressure reducing valve stations are in poor condition, and transformer vaults are not air conditioned, threatening power failures due to heat. Leaks from the mechanical system require constant maintenance and threaten irreparable moisture damage to the museum collections. Site landscaping, hardscape, and special features--such as the west reflecting pool--are in disrepair, are safety hazards, and need renewal. In addition, the museum lacks a security perimeter barrier against terrorist threats, as well as a good screening system for visitors and vehicles as part of the new Smithsonian Institution security initiative. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

The National Museum of American History's modern classical building was designed by Walker O. Cain of McKim, Mead, and White and built in 1964 as the Museum of History and Technology. The building has been designated the Behring Center in honor of the gift from the Kenneth Behring Foundation in 2001. The building houses exhibits that explore America's technological, scientific, cultural, and political history and the collections include the Star-Spangled Banner that inspired Francis Scott Key, exhibitions on the American Presidency, and the First Ladies' gowns. The estimated total project cost is \$49,930,000; the project has received \$18,430,000 in prior funding.

This project first appeared in the FYs 2003-2008 program.

RESTORE RENWICK GALLERY

Recommended and Strongly Endorsed

\$29,000,000 (estimated total project cost). The project will renew and replace mechanical, electrical, and plumbing systems; replace the cooling tower and major air handling systems with energy-efficient equipment; clean, repair, and upgrade the perimeter radiator system; renew the walls, lighting, and laylights in the Grand Stair and Octagon Room to reverse existing damage and improve visibility for persons with disabilities; repair, clean, and bird-proof the building's facade and replace the main entrance steps; replace and upgrade fire protection and life safety systems to meet current codes; remove and mitigate architectural barriers throughout the building—including modifications to the main entrance—to make the museum accessible to persons with disabilities; and install a way-finding signage system.

Deteriorating stone and brick joints on the facade are allowing water to enter the building, damaging plaster and interior finishes in offices, exhibit spaces, and concealed areas behind exhibit partitions. Bird droppings deface the facade and create a health hazard. Many insulated window units are failing and the remaining units are approaching the end of their useful life. Mechanical and electrical systems are more than 30 years old and subject to failure. The cooling tower continues to spring new leaks even after recent repairs. Repair parts are no longer available for the air-handling units, which are outdated and inefficient. The centrifugal chiller is in good condition. Electrical distribution systems are operating at maximum capacity on obsolete equipment. Many elements do not meet current codes. Lighting systems are inefficient and inadequate to provide necessary illumination of public spaces. The emergency lighting system does not function in many parts of the building. Although the fire protection sprinklers, smoke detectors, and pumps are adequate, the fire alarm system must be upgraded to meet current codes. The Octagon Room laylight below the skylight needs repair. Deteriorated plaster finishes and outdated lighting systems in this room and the Grand Stair require renovation. Architectural barriers limit accessibility for persons with disabilities at the front entrance and throughout the building. Most of the asbestos has been removed, but many areas contain lead paint. An environmental review will be conducted during the design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

Architect James Renwick designed this National Historic Landmark in the Second Empire style. It was constructed in 1858 as the city's first art museum, the original Corcoran Gallery of Art. With the advent of the Civil War, the building became a warehouse for military material and the headquarters of the Quartermaster General and finally opened as a museum in 1871. When the Corcoran moved to its new gallery in 1897, the Renwick became the home of the U.S. Court of Claims for 65 years. In 1965 the building was transferred to the Smithsonian and returned to use as a museum. An extension of the Smithsonian American Art Museum, the museum is dedicated to the collection, exhibition, study, and preservation of American crafts from the 19th century to the present. The recently renovated Grand Salon exhibits 170 paintings and sculptures from the Smithsonian American Art Museum, including Thomas Moran's three monumental views of the Grand Canyon of Yellowstone and the Chasm of the Colorado (two of which are on long-term loan from the U.S. Department of the Interior). These works and others by George Catlin, George Inness, Abbot Handerson Thayer, and John Twachtman are hung salon-style, one-atop-another and side-by-side. The museum offers research, educational programs, lectures, demonstrations, and films complementing the exhibitions. The average annual visitation is 147,000.

This project first appeared in the FYs 2003-2008 program.

RESTORE AND WATERPROOF HIRSHHORN PLAZA AND FOUNDATION WALLS

Recommended

\$22,000,000 (estimated total project cost). The project includes restoring the plaza and foundation wall waterproofing membranes; repairing interior damage caused by leaks; restoring the retaining walls in the Sculpture Garden; and conducting a space utilization study. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

Damage to the plaza waterproofing membrane has resulted in leaks into the lower gallery, compromising the safety of art, staff, and visitors. Corroding and leaking foundation walls around the loading dock area are damaging equipment and jeopardize artwork that passes through the loading dock. Corroding and leaking retaining walls in the Sculpture Garden are damaging the walls and threatening the safety of sculptures that hang on the walls. Offices are overcrowded and collections storage is often mixed in with office functions.

Designed by Gordon Bunshaft of Skidmore, Owings, and Merrill, this cylindrical Neo-expressionist building and nearby garden were constructed in 1974 to house the Joseph H. Hirshhorn collection of modern and contemporary American and European paintings and sculptures. The museum and its garden house one of the most comprehensive collections of modern sculpture in the world. The average annual visitation is 901,000.

This project first appeared in the FYs 2003-2008 program.

FREER GALLERY EXTERIOR RESTORATION

Recommended

\$11,000,000 (estimated total project cost). The project will replace the roof; repair or replace the flashing around the skylights; install shades on the inside of the skylights that can be adjusted from the attic floor; install shades on windows in the Peacock Room; provide wheelchair access to the entire courtyard by installing a lower-level lift and accessible handrails at the entrance stairs; install a new lighting system and smoke detectors in the galleries; and repair exterior concrete sidewalks.

New systems were installed in the early 1990s, and most of the facility is generally in good condition. However, the roof has deteriorated, and flashing around the skylights is failing. Panels on the outside accomplish the skylight sun control. This is a hazardous situation for employees who need to rearrange the panels manually as the seasons change. Sunlight is damaging the Peacock Room shutters. The courtyard is not fully accessible to persons with disabilities, and the entry sidewalk on Jefferson Drive is crumbling and continues to deteriorate. Gutters and downspouts back up and flood the interior of the building when overtaxed storm water systems overflow. The gallery lighting systems that are integral to the facility are aging and near the end of their useful life. An environmental review will be conducted during the design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

Located in a National Historic District and listed in the National Register of Historic Places, the Italian Renaissance-style Freer Gallery of Art was designed by architect Charles A. Platt and built in 1923 to house the 7,500 paintings, sculpture, drawings, works of calligraphy, metal, lacquer, and jade left to the Smithsonian Institution by industrialist Charles Lang Freer. The building and the adjacent Arthur M. Sackler Gallery both house permanent exhibitions of Asian art. The Freer also houses a collection of 19th and 20th century American art, including the world's largest group of works on paper by James McNeill Whistler. The average annual visitation is 342,000.

This project first appeared in the FYs 2003-2008 program.

NEW NATIONAL MUSEUM OF AFRICAN AMERICAN HISTORY AND CULTURE

Recommended

\$2,000,000 (estimated project cost during FYs 2006-2011 for programming/planning; design and construction requirements to be determined). The project scope will be defined once the site has been selected and further planning/programming for the new museum has been completed. The project will provide planning, design, and construction of this new museum.

Public Law 108-184, signed by the President on December 16, 2003, established within the Smithsonian Institution the National Museum of African American History and Culture (NMAAHC). The mission of the

NMAAHC is to give voice to the richness and the challenges of the African American experience; make it possible for all people to understand the depth, complexity, and promise of the American experience; and serve as a national forum for collaboration on African American history and culture for educational and cultural institutions.

Establishment of the NMAAHC provides the Smithsonian Institution with a significant new vehicle for the collection, preservation, study, and exhibition of African American historical and cultural material reflecting the depth and breadth of African American life, art, history, and culture. As indicated in P.L. 108-184, this effort will encompass the period of slavery, the era of reconstruction, the Harlem Renaissance, the civil rights movement, and other periods of the African American diaspora. Historic preservation issues will be addressed during the planning and design phases. An environmental review will be conducted during the design phase.

A new project in this FYs 2006-2011 program.

NATIONAL ZOOLOGICAL PARK

RENOVATE FORMER ELEPHANT HOUSE

Recommended

\$26,000,000 (estimated total project cost). This project will create new indoor and outdoor space for other large mammals in the Zoo's collection once the elephants are relocated to new facilities. The Zoo will update its Master Plan beginning in 2005, and the plan will identify a specific location and requirements for this facility.

The existing elephant house has a new roof and skylights to prevent water intrusion, but mechanical, electrical, and plumbing systems have exceeded normal life expectancy. Interior spaces are inadequate for animals and keepers and must be improved to comply with current building and animal care standards. The visitor experience will be improved with these renovations.

The National Zoological Park in Washington, D.C., a national historic district, was designed in the 1890s by the firm of renowned landscape architect Frederick Law Olmsted and architect Williams Ralph Emerson. Historic preservation issues will be addressed during the design of the project. An environmental review will be conducted during the design phase.

This project first appeared in the FYs 2003-2008 program.

ASIA TRAIL

Recommended

\$32,000,000 (estimated project cost during FYs 2006-2011). The National Zoo's Renewal Plan reorganizes and rebuilds the Zoo, grouping animals by their natural geographic locations. As its first major component, Asia Trail will create a compelling, Asian-themed path from the new Sloth Bear exhibit at the main entrance to the renovated and expanded Panda House, and to a world class Elephant House. Phase I of the Asia Trail project will feature many of the Zoo's most charismatic "stars" in a cohesive immersion experience: sloth bears, clouded leopards, fishing cats, red pandas, Japanese giant salamanders, and giant pandas. State-of-the-art interpretive displays will connect the visitor's on-site experience with current research and conservation efforts at Front Royal and in the field to reinforce the importance of ecology and habitat conservation.

Asia Trail I will replace deteriorated animal facilities as well as replace severely inadequate site utilities. The work includes new water service to permit installation of fire suppression systems and to meet the animal's needs; new high-voltage electric service to increase capacity and replace the existing single phase service; improved sewer and storm water management; new gas service; new security systems; new perimeter fencing and railings; a new fiber-optic communications backbone; and installation of new public walkways that meet ADA guidelines. Existing holding buildings will be replaced with new structures that meet current USDA and AZA animal containment regulations. Holding buildings are designed for energy efficiency, and fire suppression systems will reduce hazards to the animal collection.

Once Asia Trail I is complete, Asia Trail II will provide a modern facility for the long-range commitment to house, breed, and continue important research on a multi-generational herd of up to eight adult Asian elephants.

The proposed facility will provide adequate year-round housing, new exhibit yards, safe primary containment, and heavily landscaped perimeters. An innovative elephant trek feature is designed to exercise the animals as well as offer sensory stimulus outside their daily routine. Large pools and multiple enrichment devices in the animal's enclosures will allow the elephants to exhibit behavior traits currently restricted by space limitations. Accessible areas surrounding the elephant enclosures will let the public observe the elephants and keeper demonstrations with new and exciting interpretive programs.

The Zoo's goal is to create a multi-generational herd that will allow studying a population closer in structure to what is found in nature. The Zoo predicts that this will produce more accurate data while promoting the health and welfare of animals held in captivity. The National Zoo will be one of only a few institutions committed to (or capable of) achieving this goal within the next 20 years. A multi-generational herd will encourage more normal behaviors and interactions among the elephants, and this will be documented with careful scientifically based research on behavior and hormonal analyses.

The Asia Trail II project will also construct two new exhibit yards for elephants and construct a new facility with increased interior holding space for cows, calves, and bulls. The project will be constructed in phases to accommodate the existing elephant herd at the National Zoological Park. The estimated total project cost is \$83,800,000; the project has received \$51,800,000 in prior funding.

This project first appeared in the FYs 2003-2008 program.

Comment: At its January 8, 2004 meeting, NCPC approved the design concept for the Asia Trail project at the National Zoological Park. At its March 4, 2004 meeting, NCPC approved preliminary and final site and building plans for Phase I of the Asia Trail project at the National Zoological Park. At its December 2, 2004 meeting, through a delegated action, the Executive Director approved the concept design plans to construct a new zoo exhibit, called the Asia Trail elephant facility, at the National Zoological Park.

RENOVATE WETLANDS AREA OF BIRD EXHIBIT DESTROYED BY FIRE

Recommended

\$8,600,000 (estimated total project cost). The project will reconstruct the Wetlands and migratory exhibit area destroyed by fire in April 2004. Fire damage included the loss of 95 percent of the boardwalk deck through the Wetlands area and most of the systems critical to water supply, environmental control, and life support for the waterfowl in the area. The fire also eliminated direct public access to the Wetlands and the Bird House. Even before the fire, this area was listed as a failed area of the Zoo and public access did not meet ADA requirements. The Wetlands pools are more than 20 years old and for most of that time have been plagued by aerial and terrestrial predators, now including coyotes who have taken up residence in Rock Creek Park. Water management does not comply with current best practice, resulting in excessive water use. Renovating this critical habitat with modern exhibit features is important for zoo visitation and for the study of waterfowl and migratory birds.

The project will reconstruct the nearly one-acre Wetlands and migratory exhibit area by providing new predator protection; replacing the existing pools; replacing electrical, water supply, and recirculation systems; replacing the storage areas; and providing disabled access by rebuilding the boardwalk and visitor viewing area. The new boardwalk will connect with a bridge now under construction as part of the Asia Trail project that provides an accessible path from the Olmsted Walk to the Wetlands.

A new project in this FYs 2006-2011 program.

Comment: At its January 8, 2004 meeting, NCPC approved the design concept for the Asia Trail project at the National Zoological Park. At its March 4, 2004 meeting, NCPC approved preliminary and final site and building plans for Phase I of the Asia Trail project at the National Zoological Park.

VALLEY REVITALIZATION

Recommended

\$46,000,000 (estimated total project cost). The project will repair structural deficiencies in the seal and sea lion pools and in the lower bear's area, as well as replace mechanical and electrical systems and water treatment systems. Additional staff support space will be added and the area will be reconfigured to provide accessible viewing for visitors with disabilities. The seal/sea lion and lower bear areas have structural problems, failing

mechanical and electrical systems, and do not meet ADA standards. The existing water systems fail to meet new water chemistry and animal protocol requirements. Staff support space is inadequate to meet animal care needs. An environmental review will be conducted during the design phase.

The National Zoological Park in Washington, D.C., a National Historic District, was designed in the 1890s by the firm of renowned landscape architect Frederick Law Olmsted and architect Williams Ralph Emerson. Historic preservation issues will be addressed during the design of the project.

This project first appeared in the FYs 2002-2007 program under the title, "Renovate Seal/Sea Lion Lower Bears."

DEPARTMENT OF STATE

SECURITY UPGRADES FOR HARRY S TRUMAN BUILDING

Recommended and Strongly Endorsed

\$53,110,000 (estimated project cost during FYs 2006-2011). The goal of the Perimeter Security Improvements project is to secure the Harry S Truman (HST) Building—the U.S. Department of State headquarters—and protect its employees and visitors from an explosive terrorist attack. At the same time, the project is intended to improve the streetscape by creating an attractive environment for pedestrians. The improvements are in accordance with a 1995 Department of Justice Vulnerability Assessment that determined the HST Building to be a Level 5 security building, equivalent to the Pentagon and CIA Headquarters. The project is planned to comply with Interagency Security Criteria, Bureau of Diplomatic Security requirements, Office of Inspector General recommendations, and NCPC's National Capital Urban Design and Security Plan. Improvements include street modifications; physical changes to the building entrances and street access controls; the construction of bollards, railings, low walls, and planters; and the installation of plantings around the site perimeter.

In 1992, the original section of the HST Building was determined potentially eligible for the National Register of Historic Places. Subsequently, the entire building was identified as a contributing element of the Northwest Rectangle Historic District. The Department of State, in conjunction with the General Services Administration, initiated National Historic Preservation Act Section 106 consultation with the State Historic Preservation Office for the District of Columbia and Advisory Council on Historic Preservation. The estimated total project cost is \$53,456,000; the project has received \$346,000 in prior funding.

This project first appeared in the FYs 2004-2009 program.

Comment: All proposed modifications to the streetscape and grounds are to be consistent with NCPC's recommendations in The National Capital Urban Design and Security Plan, adopted October 3, 2002. At its December 2, 2004 meeting, NCPC approved the design concept for perimeter security improvements.

BLAST RESISTANT WINDOWS

Recommended and Strongly Endorsed

\$58,000,000 (estimated project cost during FYs 2006-2011). The project will provide new blast-resistant windows to replace the existing bronze and aluminum windows consisting of 2,400 punched-type windows and 58,000 square feet of curtain wall and storefront windows. The existing windows and portions of adjacent walls of the Harry S Truman (HST) Building—the U.S. Department of State headquarters—are being replaced and strengthened. The project complies with protection requirements defined in the Interagency Security Criteria and Bureau of Diplomatic Security design requirements for protection of employees and visitors from the effects of explosives on the building. The window replacement is part of a three-level plan to improve the security of the building's perimeter. The other two aspects of the plan are the creation of new security screening Entrance Pavilions and Perimeter Site Improvements. The proposed improvements were developed in accordance with a 1995 Department of Justice Vulnerability Assessment that determined the HST Building to be a Level 5 security building, equivalent to the Pentagon and CIA Headquarters.

In 1992, the original section of the HST Building was determined potentially eligible for the National Register of Historic Places. Subsequently, the entire building was identified as a contributing element of the Northwest

Rectangle Historic District. During the planning and design stages of the windows, the Department of State and the General Services Administration will review the impact and requirements related to Section 106 of the National Historic Preservation Act. The total project cost is \$117,400,000; the project has received \$30,400,000 in prior funding.

This project first appeared in the FYs 2004-2009 program as part of the Perimeter Security Improvements project.

NCPC recommends that the following project be included in the agency budget as soon as fiscal and budgetary conditions permit.

DEVELOP A NEW FOREIGN MISSIONS CENTER

Recommended for Future Programming

This project consists of the development of a new foreign missions center to accommodate the future location of chanceries within the District of Columbia. Specifically, the project includes the planning, design, and implementation of a new center. Planning includes the preparation of feasibility studies, site identification and analysis, development strategies, cost estimates, and the identification of funding sources. Development could include partnerships with other public entities and/or public/private partnering. Design includes programming, site planning, the design of infrastructure, and the preparation of cost estimates and construction phasing. Implementation includes land acquisition and/or lease commitments and the construction of required infrastructure improvements.

This project first appeared in the FYs 2005-2010 Program.

Comment: In 1968 the International Center Act established a 47-acre International Chancery Center (ICC) where foreign missions and international organizations could lease federal land from the United States government. All of the properties in the ICC have been leased. The ICC has proven effective in accommodating large foreign missions relocating due to increasing facilities requirements. As security requirements increase, the appeal of locating in a center has also increased. The National Capital Planning Commission's 2003 report, Foreign Missions in the District of Columbia Future Location Analysis, identified the Armed Force's Retirement Home (Soldiers' and Airmen's Home) as an immediate opportunity for the development of a new foreign missions center. The study advanced a new center model—more dense and urban in character than the current ICC—appropriate to future center requirements and private site development opportunities within redeveloping areas of the city. More specifically, the report recommends the preparation of a feasibility study for a new foreign missions center or centers.

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

NATIONAL MALL ROAD IMPROVEMENTS

Recommended

\$20,575,000 (estimated project cost during FYs 2006-2011). The project will provide for improvements to roadway surfaces, drainage, sidewalks, wheelchair ramps, lighting, traffic control devices, landscaping, and other road features in the Mall area. Some streets will be resurfaced while others will be torn out and completely rebuilt. Sidewalks with exposed stone will be constructed and new granite curbs will be designed so they can be crossed by disabled persons. Additional lights and new signs with consistent graphics will be installed. Some landscaping adjacent to the roadway will be provided. For purposes of this project, the Mall is generally defined as the area along and between Independence and Constitution Avenues from the Potomac River to 2nd Street—east of the U.S. Capitol—and the area between 15th and 17th Streets, NW, from Constitution Avenue to Pennsylvania Avenue and from the Jefferson Memorial to Independence Avenue. The reconstruction of the L'Enfant Promenade (10th Street, SW between Independence Avenue and the Benjamin Bannecker Park overlook) is also included in this project. Existing parking spaces will be retained with the exception of curbside parking on north-

south roads crossing the Mall between Madison and Jefferson Drives. The estimated total cost for this project is \$97,175,000; the project has received \$76,600,000 in prior funding.

This project first appeared in the FYs 1994-1998 program.

Comment: At its July 22, 1992 meeting, NCPC approved a Streetscape Manual for the Interagency Initiative for the National Mall Road Improvement Program as a guide for improving roadways in the vicinity of the National Mall. The Commission strongly endorses this project, which will help to implement the Special Street Plans for Constitution and Independence Avenues prepared by the Commission.

The District of Columbia's Anacostia Waterfront Initiative addresses the redesign of the L'Enfant Promenade.

NCPC encourages the Federal Highway Administration to coordinate its future planning efforts related to this project with the recommendations contained within the Commission's National Capital Urban Design and Security Plan, adopted October 3, 2002.

KENNEDY CENTER PLAZA PROJECT

Recommended and Strongly Endorsed

\$235,000,000 (estimated project cost during FYs 2006-2011). This project calls for planning and constructing highway, pedestrian, vehicular, and bicycle access to the John F. Kennedy Center for the Performing Arts. The preparation of environmental documentation is part of this project. Improvements include a formal public plaza that spans the Potomac Freeway and connects the Kennedy Center to E Street, NW; 25th Street, NW; and other points, north and south of the Center, that integrate it more fully into the District of Columbia's street grid and West Potomac Park. A connection to the adjacent Potomac River waterfront is also part of planned improvements. This project, which will reflect extensive public involvement (i.e., public/agency meetings, public hearings), will enhance access to the Kennedy Center by creating a continuation of the monumental core's street and visual patterns. The estimated total cost of the project is \$251,000,000; the project has received \$16,000,000 in prior funding.

This project was first submitted by NCPC in the FYs 2003-2008 program. The project was first submitted by the agency in the FYs 2004-2009 program.

Comment: This project was first conceived in NCPC's 1997 Legacy Plan. The proposed Kennedy Center Plaza has been identified as a Prime Site for new memorials and museums in the Memorials and Museums Master Plan, released by the Commission in 2001. This project should be coordinated with any improvements to Roosevelt Bridge.

At its meeting on June 3, 2004 NCPC approved the concept site and building plans for the access improvements, plaza, and buildings. The Commission offered substantial comments and directed the Federal Highway Administration and the John F. Kennedy Center for the Performing Arts to undertake the following:

In general:

- Improve pedestrian connectivity to the surrounding city and throughout the project site.
- Maximize connections to the existing and historic city street grid.
- Revise the project design to better activate the proposed plaza.
- Minimize impacts to important viewsheds in the project area, including views along L'Enfant streets, views to and from the Lincoln Memorial, views to and from the Old Naval Observatory, and views along the Rock Creek and Potomac Parkway.
- Ensure that bicycle trail connectivity will be established and maintained throughout the project site if elements of the project are eliminated or delayed due to budget constraints.

In the North Project Sector:

- Investigate eliminating the planned on and off ramps between 27th Street, NW and the Potomac Freeway.

- Demonstrate that planned improvements in the north project sector will not preclude re-connectivity of the District street grid in the future, and in particular the potential connection of I Street westward to the waterfront, and the re-establishment of 26th and 27th Streets north of Virginia Avenue, NW.
- Coordinate with the District Department of Transportation in the north project sector to ensure design compatibility with changes to the Whitehurst Freeway currently under study.

In the Center Project Sector:

- Modify the water feature in the median of E Street, NW to allow a crossing at the east end of the north and south buildings.
- Modify the plaza design to reduce the number of roadway segments and the impact of vehicular traffic on active and passive pedestrian use of the space.
- Design the structural system for the proposed Potomac River overlook and associated ramps to minimize impacts to the view corridor along Rock Creek Parkway.
- Explore alternate design solutions for the proposed Potomac River overlook and ramps that better integrate the Center both physically and visually with the Rock Creek and Potomac Trails, improve access from the waterfront to the Kennedy Center's west terrace, and that do not block views of the river from the west terrace. Alternate designs considered should include ramps stretching north and south from the outer corners of the terrace.
- Demonstrate how the project addresses the major viewshed along New Hampshire Avenue, NW and investigate how the project can enhance the important pedestrian connection at this location.
- Redesign the plaza area so that it exhibits a clear hierarchy of interrelated public spaces with a central focal point.
- Investigate reducing the size of the plaza by pulling the north and south buildings in toward one another to allow future construction of other adjacent uses.
- Demonstrate that the project does not preclude the development of mixed-use buildings immediately north and northwest of the project area.
- Demonstrate that the project design does not preclude decking over other areas of the Potomac Freeway for roadway and building construction.
- Eliminate the redundant roadways that partition the green space proposed along the east front of the Kennedy Center.
- Investigate incorporating on-street parking on the roadways in front of the two new buildings that flank the plaza and reducing the size of the drop-off areas in front of the two new buildings.
- Include direct access from the plaza to the Education Building's café.
- Design the proposed bicycle and pedestrian ways along the east sides of the proposed buildings with maximum sight lines and surveillance opportunities to increase public use and public safety.
- Locate active spaces, such as rehearsal spaces, along the perimeter walls of the two buildings.
- Modify the design of the west and east facade of both buildings to create better transparency to and functional interaction with the adjacent sidewalks and trails.
- Demonstrate that the design of the Education Building is responsive to the view from the Theodore Roosevelt Bridge upon entering the city.
- Indicate how the proposed water features will be used during the winter months.
- Investigate increasing the number of tour bus parking spaces below grade to accommodate tour buses serving venues other than the Kennedy Center.
- Modify the design of the north building and/or the alignment of 25th Street, NW to provide a more direct visual and physical connection between the city street grid and the plaza, and to serve as a gateway into the performing arts complex.

- Incorporate project perimeter security requirements into the design at the earliest possible stage.
- Consider the impact of the project on security requirements of the Potomac Naval Annex (Old Naval Observatory) and the State Department headquarters.

In the South Project Sector:

- Modify the design in the south project sector to conform to major components of the District Department of Transportation's proposed Theodore Roosevelt Bridge improvements, in particular the westbound ramp connecting Constitution Avenue to the Bridge.
- Demonstrate that the design does not preclude the development of a pedestrian connection between the Kennedy Center, the Lincoln Memorial, and the Mall.

The Commission also reminded the Kennedy Center and the Federal Highway Administration of the requirement to comply with Section 106 of the National Historic Preservation Act.

NCPC recommends that the following project be included in the agency budget as soon as fiscal and budgetary conditions permit.

ROOSEVELT BRIDGE REHABILITATION

Recommended for Future Programming

This project calls for designing and constructing improvements to the Roosevelt Bridge, which carries Interstate 66 between Virginia and the District of Columbia. Improvements should either replace the bridge with a new space or extend the life of the existing bridge. The bridge's capacity can be increased with additional vehicle travel lanes, exclusive transit lanes, and improved bicycle lanes with connections to bicycle trails. This project should be coordinated with the Kennedy Center Plaza Project.

This project was first submitted by NCPC in the FYs 2004-2009 program.

DEPARTMENTS OF THE INTERIOR, AIR FORCE, NAVY, AND ARMY

NCPC recommends that the following project be included in agency budgets as soon as fiscal and budgetary conditions permit.

DEVELOP WATERFRONT PARKS

Recommended for Future Programming

This project calls for developing plans—consistent with security requirements and current planning efforts—that improve public parks along the waterfronts of Washington Navy Yard, Anacostia Annex, Bolling Air Force Base, the Naval Research Laboratory, Fort McNair, and Anacostia Park.

This project was first submitted by NCPC in the FYs 1981-1985 program.

ALL DEPARTMENTS

In response to the installation of ad-hoc, unsightly, and uncoordinated security measures throughout the monumental core, the National Capital Planning Commission—working in conjunction with numerous federal agency partners—prepared *Designing for Security in the Nation's Capital*, which contains recommendations for designing security measures throughout the monumental core. NCPC adopted this report on November 1, 2001. Following the report's recommendations, the Commission adopted *The National Capital Urban Design and Security Plan* on October 3, 2002. The plan focuses exclusively on perimeter building security designed to protect

employees, visitors, and federal functions and property from the threat of bomb-laden vehicles while creating and maintaining livable, accessible streets that reflect the democratic principles inherent in the layout of the nation's capital. The plan recommends security in the context of a citywide program of streetscape enhancement and public realm beautification rather than separate, incoherent, and redundant systems of security components. The plan includes conceptual design approaches for projects and makes recommendations for efficient and cost-effective implementation.

Implementation of The National Capital Urban Design and Security Plan should include suitable measures to mitigate negative impacts on commerce and economic activity resulting from security solutions. In addition, it will require a coordinated effort between neighboring agencies and the District of Columbia (in particular, the District Department of Transportation which programs public space within the District). Through a well-coordinated approach to planning, designing, and constructing streetscape projects, as identified in the plan, implementation of federal perimeter security will be more efficient and cost effective, capitalizing on economy of scale, mass production, and centralized administration.

NCPC recommends that the following eleven projects identified in The National Capital Urban Design and Security Plan be included in the agency budgets as soon as fiscal and budgetary conditions permit.

FEDERAL TRIANGLE AND PENNSYLVANIA AVENUE (3RD TO 15TH STREETS, NW) PERIMETER SECURITY AND STREETSCAPE IMPROVEMENTS

Recommended and Strongly Endorsed

This project consists of enhancing key civic spaces and designing and constructing perimeter security for streets within and surrounding the Federal Triangle, including Pennsylvania Avenue. Improvements will consist of paving and plaza amenities; a variety of special bollards and guardhouses; trees; and custom-designed civic spaces. Hardened street furniture—including benches, lighting, drinking fountains, trash receptacles, planters, and bus shelters—will also help to secure the area. The project will include mitigation for impacts to the transportation system.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Affected Agencies: Department of Commerce, Department of Justice, Environmental Protection Agency, Federal Trade Commission, Internal Revenue Service, National Archives and Records Administration, National Gallery of Art, National Park Service, Interstate Commerce Commission, U.S. Agency for International Development, General Services Administration, Interstate Commerce Commission/U.S. Customs Service, and U.S. Postal Service.

Lead Agencies: Federal Highway Administration, Eastern Federal Lands Division, General Services Administration.

Support Agencies: National Park Service and affected agencies (listed above).

CONSTITUTION AVENUE (17TH TO 23RD STREETS, NW) PERIMETER SECURITY AND STREETSCAPE IMPROVEMENTS

Recommended and Strongly Endorsed

This project consists of designing and constructing perimeter security streetscape components that include a hardened landscape solution (bollards and plantings), a variety of special bollards, benches, guardhouses, and plinth walls.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Affected Agencies: Department of Commerce, Department of Justice, Federal Trade Commission, Internal Revenue Service, Interstate Commerce Commission/Customs Service, National Archives and Records Administration, National Gallery of Art (West Wing), National Museum of American History, National Museum of Natural History, General Services Administration, National Park Service, and the Federal Reserve Board.

Lead Agency: Federal Highway Administration, Eastern Federal Lands Division.

Support Agencies: General Services Administration, Smithsonian Institution, and affected agencies (listed above).

Comment: The portion of Constitution Avenue between 3rd Street, NW and 15th Street, NW is included in the Smithsonian Institution's project to "Construct/Install Anti-Terrorism Protection" along the south side of the avenue. The north side of Constitution Avenue will be included in the Federal Triangle and Pennsylvania Avenue (3rd to 15th Streets, NW) project.

INDEPENDENCE AVENUE (3RD TO 14TH STREETS, SW) PERIMETER SECURITY AND STREETSCAPE IMPROVEMENTS

Recommended and Strongly Endorsed

This project consists of designing and constructing perimeter security streetscape components along Independence Avenue, which is considered Constitution Avenue's sister street. Elements consist of a hardened landscape solution (bollards and plantings), a variety of special bollards, benches, and trees. Included in the project scope is a feasibility study regarding the removal of the parking lane on the north side of the street and mitigation for impacts to the transportation system.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Affected Agencies and Facilities: Smithsonian Castle, Arthur M. Sackler Gallery, Freer Gallery, Hirshhorn Museum, Museum of African Art, National Air and Space Museum, National Museum of the American Indian, S. Dillon Ripley Center, Department of Agriculture, Department of Energy, Department of Health and Human Services, Department of Transportation, National Aeronautics and Space Administration, General Services Administration, and the National Park Service.

Lead Agency: Federal Highway Administration, Eastern Federal Lands Division.

Support Agencies: General Services Administration, Smithsonian Institution, and affected agencies (listed above).

Comment: The portion of Independence Avenue between 3rd Street, NW and 12th Street, NW is included in the Smithsonian Institution's project to "Construct/Install Anti-Terrorism Protection" along the north side of the avenue.

10TH STREET, SW PERIMETER SECURITY AND STREETSCAPE IMPROVEMENTS

Recommended and Strongly Endorsed

This project involves designing and constructing perimeter security. Due to special conditions, this street will require a custom-designed solution. At a minimum, perimeter security streetscape elements will include bench seating, planters, a variety of special bollards, and trees. The project will include mitigation for impacts to the transportation system.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Affected Agencies: Department of Energy, Department of Transportation, Federal Emergency Management Agency, Internal Revenue Service, U.S. Postal Service, and General Services Administration.

Lead Agency: Federal Highway Administration, Eastern Federal Lands Division.

Support Agencies: District of Columbia, General Services Administration, and affected agencies (listed above).

MARYLAND AVENUE, SW PERIMETER SECURITY AND STREETSCAPE IMPROVEMENTS

Recommended and Strongly Endorsed

This projects consists of designing and constructing perimeter security streetscape components that include a hardened landscape solution (bollards and plantings), a variety of special bollards, benches, and trees. Considered one of Pennsylvania Avenue's sister streets, Maryland Avenue merits special treatment. The project will include mitigation for impacts to the transportation system.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Affected Agencies: Department of Education, Department of Transportation, and General Services Administration.

Lead Agency: Federal Highway Administration, Eastern Federal Lands Division.

Support Agencies: General Services Administration and affected agencies (listed above).

WEST END PERIMETER SECURITY AND STREETSCAPE IMPROVEMENTS

Recommended and Strongly Endorsed

This project consists of designing and constructing perimeter security streetscape improvements, including plinth walls, a hardened landscape solution (bollards and plantings), fence walls, a variety of special bollards, guardhouses, benches, and trees. Some design solutions require removal of a parking lane. The project will include mitigation for impacts to the transportation system.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Affected Agencies: Department of State, Federal Reserve Board, Department of the Interior, and Office of Personnel Management.

Lead Agency: Federal Highway Administration, Eastern Federal Lands Division.

Support Agencies: Affected agencies (listed above).

SOUTHWEST FEDERAL CENTER PERIMETER SECURITY AND STREETSCAPE IMPROVEMENTS

Recommended and Strongly Endorsed

This project consists of designing and constructing perimeter security streetscape improvements, including large planters/benches, guardhouses, a variety of special bollards, trees, and street furniture. Since the removal of parking lanes is proposed, estimates for the project should include the construction of two parking garages—each accommodating 400 parking spaces—to mitigate the loss of parking. The project will also include mitigation for impacts to the transportation system.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Primary Affected Agencies: Broadcasting Board of Governors, Bureau of Engraving and Printing, Department of Agriculture, Department of Education, Department of Energy, Department of Health and Human Services, Department of Housing and Urban Development, Department of State, Department of Transportation, Federal Aviation Administration, Federal Communications Commission, Federal Emergency Management Agency, Internal Revenue Service, Interstate Trade Commission (Customs Service), National Aeronautics and Space Administration, Small Business Administration, and General Services Administration.

Lead Agency: Federal Highway Administration, Eastern Federal Lands Division.

Support Agencies: General Services Administration and affected agencies (listed above).

DOWNTOWN PERIMETER SECURITY AND STREETSCAPE IMPROVEMENTS

Recommended and Strongly Endorsed

Where security requirements warrant permanent solutions for federal agencies located in the downtown area, perimeter security and streetscape improvements should be designed and constructed. Streetscape designs should be consistent with existing street furniture being used by the District and the Business Improvement District. These designs should include hardened street furniture consisting of a variety of special bollards, benches, lights, kiosks, bus shelters, bike racks, trash receptacles, and trees.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Affected Agencies: There are numerous federal agencies in downtown offices. Some are in federally owned buildings, while others are located in private space leased by the federal government. Improvements should be made primarily by individual building owners and coordinated through the General Services Administration.

Lead Agency: Federal Highway Administration, Eastern Federal Lands Division.

Support Agencies: General Services Administration and affected agencies.

FEDERAL BUREAU OF INVESTIGATION PERIMETER SECURITY AND STREETSCAPE IMPROVEMENTS

Recommended and Strongly Endorsed

This project involves designing and constructing perimeter security streetscape improvements consisting of hardened street furniture.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Lead Agency: Federal Highway Administration, Eastern Federal Lands Division.

Support Agencies: Federal Bureau of Investigation and General Services Administration.

MOBILITY AND PARKING IMPACT STUDIES

Recommended and Strongly Endorsed

This project calls for a comprehensive parking and traffic study to identify and fund mitigation strategies for circulation impacts caused by security measures. Potential studies include, but are not limited to: an impact study on the removal of a parking and traffic lane from Independence Avenue; an impact study on the removal of a parking lane at the Southwest Federal Center and the West End; a centralized parking study for the Southwest Federal Center; a transit study for bus operations; and a tunnel feasibility study to improve access through President's Park.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Lead Agencies: National Capital Planning Commission, Federal Highway Administration (Eastern Federal Lands Division), and the D.C. Department of Transportation.

DOWNTOWN CIRCULATOR

Recommended and Strongly Endorsed

This project calls for completing the implementation of a Circulator, including the development of all necessary roadway and sidewalk improvements and support facilities. The National Capital Planning Commission, the Downtown Business Improvement District, the District of Columbia Department of Transportation, and the Washington Metropolitan Area Transit Authority started the implementation phase for a Circulator after completing an implementation study in July 2003. The service will serve as a convenient supplement to the Metrorail and Metrobus system for federal and private-sector workers throughout the monumental core and surrounding urban area. The service will also be a convenient means to transport visitors between the attractions concentrated in the monumental core and the services located in the surrounding urban area.

Service for the initial phase of the Circulator is scheduled to begin in July 2005 (with a planned north-south route that goes between the Convention Center and the Southwest Waterfront area and a planned east-west route on K Street that goes between Union Station and Georgetown). Additional phases are under study.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Lead Agencies: National Capital Planning Commission, Downtown Business Improvement District, the District of Columbia Department of Transportation, and Washington Metropolitan Area Transit Authority.

Comment: The concept of this project was introduced in NCPC's 1997 Legacy Plan. On November 1, 2001 the Commission adopted Designing for Security in the Nation's Capital and on October 3, 2002 the Commission adopted The National Capital Urban Design and Security Plan—both of which promote the funding and implementation of this project.

SOUTH CAPITOL STREET RECONSTRUCTION

Recommended and Strongly Endorsed

This project calls for redesigning and reconstructing South Capitol Street between Washington Avenue and the Frederick Douglass Memorial Bridge as a great avenue and grand entry to the monumental core of the nation's capital. Improvements will result in a surface roadway accommodating existing and future vehicular traffic demands, public transit, and pedestrian movement while also providing space for parkland and pedestrian amenities along its length. As currently envisioned, a large, oval traffic rotary encircling a civic commons area, and a major gateway park—both possibly incorporating monuments and memorials—will be developed at the foot of the bridge and the Anacostia River. This new South Capitol Street will provide opportunities for new housing, office and retail development, and for the overall revitalization of this area. The redevelopment of South Capitol Street will bring continuity to the corridor extending from the Suitland Parkway to Capitol Hill and the National Mall.

As the nation's capital, the District of Columbia is in the unique position of providing services for many constituencies—for its citizens, for numerous federal agencies and employees, as well as for millions of visitors. The Frederick Douglass Memorial Bridge and South Capitol Street constitute a gateway and approach to the nation's capital. Together with the Suitland Parkway, this constitutes the ceremonial route for dignitaries arriving at Andrews Air Force Base. The design of this grand boulevard must be worthy of the national significance of this corridor. Associated open spaces (major public plazas, parkland, and other amenities) should also be commensurate with this level of national significance. They should provide a setting for future national monuments, memorials, and museums. This corridor must also provide the capacity to serve as an evacuation route in case of emergency. The Frederick Douglass Memorial Bridge also performs crucial national and homeland security roles. One of the homeland security benefits of the bridge is that it provides District residents, federal government agencies and employees, commuters, and visitors with an evacuation route that would serve hundreds of thousands in the event of an emergency. The bridge and South Capitol Street must provide access to existing federal facilities and mobility for key operators and decision makers. This is a vital link between the Washington Navy Yard, Anacostia Naval Station, Bolling Air Force Base, Andrews Air Force Base, and other critical parts of the regional and national security infrastructure. (See the South Capitol Waterfront Park and South Capitol Street Waterfront.)

This project was first submitted by NCPC in the FYs 2002-2007 program.

Comment: In 1997, NCPC identified the South Capitol Street corridor as a major initiative in its Legacy Plan. NCPC produced The South Capitol Street Urban Design Study in 2002 and, in 2003, the D.C. Department of Transportation prepared The South Capitol Gateway and Corridor Improvement Study and the D.C. Office of Planning unveiled The Anacostia Waterfront Initiative Framework Plan. NCPC partnered with the District in 2003 to engage the Urban Land Institute (ULI) to convene an Advisory Services Panel to identify implementation alternatives for redeveloping the South Capitol Street corridor. In January 2004 a second ULI Panel was commissioned by the District to address implementation of the broader redevelopment of the Anacostia Waterfront. Both panels endorsed the concept of a welcoming and memorable gateway to the city and—noting the extensive planning work already completed and the rapid movement of the private market into the area south of the U.S. Capitol—emphatically recommended immediate implementation of both the redesign and reconstruction of South Capitol Street and a new Frederick Douglass Memorial Bridge. In May 2004 NCPC assembled a joint task force to coordinate the revitalization effort. In February 2005 the task force released NCPC's South Capitol Street Federal Facilities Study, which provides an overall planning and development framework for the corridor. This study was released concurrently with NCPC's South Capitol Street Open Space

Study, which examined in detail opportunities for major open space and memorial sites within the corridor. At the direction of the Commission, the task force will be developing a vision and framework plan for South Capitol Street east of the Anacostia River. The plan will specifically address the future of federal lands impacted by the new bridge, the associated transportation improvements linking South Capitol Street and the Suitland Parkway, and the development of Poplar Point.

SOUTH CAPITOL STREET WATERFRONT PARK

Recommended and Strongly Endorsed

This project includes the development of a waterfront park at the terminus of the South Capitol Street viewshed adjacent to the Anacostia River. As envisioned, this waterfront park—in conjunction with the commons area within the traffic rotary—could incorporate three different scenarios:

- A major memorial and smaller work of civic art in the common area within the traffic rotary, and an amphitheater or other active public space on the waterfront terminus.
- A major memorial on the waterfront terminus and a smaller work of civic art or memorial, and major public gatherings and events in the commons.
- A significant facility at the waterfront terminus and a major memorial and work of civic art in the common.

(Also see the South Capitol Street Reconstruction and New Frederick Douglass Memorial Bridge.)

A new project first submitted by NCPC in this FYs 2006-2011 program.

Comment: In its September 2001 Memorials and Museums Master Plan, NCPC identified this area as a Prime Site for a memorial or museum of national importance.

NEW FREDERICK DOUGLASS MEMORIAL BRIDGE

Recommended and Strongly Endorsed

This project involves the design and construction of a new Anacostia River Bridge crossing, including both northern and southern bridge approaches and associated public open space. The estimated cost of replacing the Frederick Douglass Memorial Bridge (I-695 to Firth Sterling Avenue) is \$270 million. Rehabilitation work on the existing bridge to ensure the safety of the traveling public until the bridge is replaced will be conducted in FY 2005. Environmental studies for the replacement structure will be conducted in FY 2004-2006, with review in FY 2007. Design on the new bridge will take place in FY 2008-2010, with construction scheduled from FY 2010-2013.

The bridge currently carries five lanes of traffic over the river between South Capitol Street and the Anacostia Freeway, Suitland Parkway, and points south and east. Built in 1941, it was last rehabilitated in 1976 and currently has a sufficiency rating of 50, which means that its structural adequacy, safety, serviceability, and function are seriously compromised. Trucks have been restricted from the outside travel lanes in both directions. The main superstructure—made of steel—is afflicted with areas of severe rusting, section loss, and paint failure. Finally, the drainage system is failing.

The Frederick Douglass Memorial Bridge is the southern portal to Capitol Hill and acts as a connector between the major regional freeways of I-395 and I-295 connecting Maryland and neighborhoods east of the Anacostia River with downtown Washington. The bridge is one of the most important pieces of the Anacostia Waterfront Initiative—a multi-jurisdictional effort to revitalize the Anacostia waterfront. Improving the character, connectivity, safety, and multi-modal nature of the bridge and the South Capitol Street corridor is a vital piece of the planned improvements in this area. A new Frederick Douglass Memorial Bridge will complement similar improvements contemplated for the 11th Street Bridges and along the waterfront.

This project was first submitted by NCPC in the FYs 2005-2010 program.

Comment: In 2003, at the request and funding of Congress, the District of Columbia Department of Transportation transmitted to Congress the South Capitol Gateway Corridor Improvement Study. This study identified goals for the future South Capitol Street corridor and the Frederick Douglass Memorial Bridge including: providing better access through a balanced, sustainable, multi-modal transportation network that

handles commuters with minimal impact on the surrounding neighborhoods; enhancing the safety and vitality of the District's streets and the neighborhoods around them by creating destinations for pedestrian and bicyclists; supporting the planning efforts of the Anacostia Waterfront Initiative; supporting the development of a new mixed-use employment corridor of new housing and economic development activities; creating a great urban boulevard; and transforming the South Capitol Street corridor into a significant gateway to the nation's capital. In June 2004, the Mayor of the District of Columbia and the Department of Transportation, along with other district and federal officials, signed an agreement to rebuild the Frederick Douglass Memorial Bridge. (See the South Capitol Street Reconstruction and South Capitol Street Waterfront.)

PLAN AND DESIGN TO DECK-OVER AND REMOVE PORTIONS OF THE SOUTHWEST/SOUTHEAST FREEWAY

Recommended for Future Programming

This project consists of developing plans to remove portions of the Southwest/Southeast Freeway in the District of Columbia and replace lost capacity via the surface street grid. This project also includes developing plans to deck-over other portions of the freeway and reconnect the surface-level street system. The freeway forms a physical and visual barrier between neighborhoods and the waterfront and limits the potential for urban revitalization.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: This project was first conceived in NCPC's 1997 Legacy Plan. Currently, multi-agency studies to improve South Capitol Street and the Anacostia waterfront that are underway include the possibility of removing portions of the Southeast/Southwest Freeway between the Anacostia River and South Capitol Street. Another study should be developed to examine the possibility of removing the freeway portion between South Capitol Street and the 14th Street Bridge.

RAILROAD RELOCATION FEASIBILITY STUDY

Recommended and Strongly Endorsed

This project calls for studying the feasibility—including costs and benefits—of alternative alignments for the existing CSX railroad line, which transports freight and passenger rail services through the Southwest and Southeast areas of the District of Columbia. The potential benefits of relocating the railroad include:

- Reducing security risks in Washington. The existing system brings freight and passenger trains alongside major federal buildings, residential neighborhoods, and within four blocks of the U.S. Capitol. There is a potential for accidental or deliberate damage caused by materials on trains, particularly since hazardous materials are shipped on this line. The trains use a combination of surface tracks and tunnels, each presenting its own type of risk. Routes that avoid proximity to sensitive locations and use controlled tunnels to protect trains and tracks from outside damage are desirable.
- Reclaiming the land occupied by the railroad. When created, the railroad tracks displaced critical portions of Maryland Avenue, SW and nearly all of Virginia Avenue, SW/SE. Relocation of the tracks would allow restoration of these L'Enfant avenues, enabling them to serve their original purpose as primary organizing features for urban districts. This restored component of the city's roadway system would improve circulation and the efficiency of evacuation of the central area of Washington in the case of an emergency. Restoration of these avenues allows for potential redevelopment of adjacent properties as well as new development opportunities.
- Improving the efficiency and safety of the rail system. The antiquated tracks and routing constrain improvements to Washington area rail service. Aging infrastructure and tight design dimensions have reduced freight traffic to a single track through Capitol Hill. On other segments, passenger trains share tracks with freight trains, severely limiting passenger service south and west of Washington. An improved system could bring efficient Northeast Corridor passenger service into Virginia, with benefits reaching to Richmond and beyond. Such an improvement could also make freight service more cost-effective.
- Eliminating physical and visual barriers within the city. Current problems include splitting of the Southwest Federal area; visual interruption of the South Capitol Street corridor; separation of the

Anacostia River banks (on both sides) from adjacent neighborhoods; discontinuity of the parkland along both banks of the Anacostia River; limitation of public access to the Anacostia waterfront and interruption of the Anacostia River itself with a very low bridge.

The area of study is extensive due to the shallow grades and long distances required for altering railroad alignments. A broad study area extending from the northeast boundary of the District of Columbia and Maryland to the King Street station in Alexandria is appropriate.

A railroad relocation feasibility study would likely involve the following stakeholders:

- Federal agencies, including NCPC, Department of Homeland Security, Architect of the Capitol, Federal Railroad Administration, U.S. Army Corps of Engineers, National Park Service, Department of Defense
- The District of Columbia government (Office of Planning, Department of Transportation, D.C. Council) and local neighborhood groups
- The Maryland and Virginia state governments and their jurisdictions within the study area
- Railroads, including freight rail companies (CSX) and passenger rail companies (Amtrak, Virginia Rail Express, and MARC)
- Freight customers, including Washington Area Sewer Authority (WASA)
- Owners of buildings/land adjacent to existing and potential alignments (including owners of air-rights)

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: NCPC has identified Washington's downtown freight and passenger railroad system as a potential security risk and a key constraint to urban revitalization. The existing railroad alignment constrains improvements to rail service and creates security and safety concerns for adjacent federal facilities and residential neighborhoods.

NCPC's 1997 Legacy Plan proposed realignment of the rail system and identified many collateral improvements that could result. In addition, both the joint federal/local Anacostia Waterfront Initiative and the South Capitol Street revitalization effort would greatly benefit from the removal of these barriers. While the railroad relocation is technically difficult and expensive, recent heightening of security concerns and renewed interest in the waterfront makes it a timely project to pursue.

NCPC initiated a consultant study providing a detailed analyses of the existing conditions and issues for the seven-mile stretch of CSX rail line in the District. The study, completed in April 2005, was the first step in understanding this rail segment.

NCPC partnered with the District Department of Transportation in successfully requesting Department of Homeland Security Urban Area Security Initiative (UASI) grant funding to study alternative alignments for rail service south of the monumental core. The project will be coordinated with the Interagency Security Task Force and the Railroad Working Group, which includes regional stakeholders from Virginia, Maryland, and the District and federal partners such as Amtrak and the Federal Railroad Administration. The study is anticipated to begin in August 2005.

TOUR BUS PARKING FACILITY

Recommended for Future Programming

In cooperation with the District of Columbia government, this project calls for developing a comprehensive understanding of tour bus operations and travel patterns in the District of Columbia and the problems inherent in those operations. The project involves developing an accompanying strategic tour bus management plan which outlines operational and facility solutions that benefit visitors, residents, business owners, the tour and conventions industries, and the city and federal governments alike. Finally, the project would call for designing and constructing a central tour bus parking facility to serve federal attractions near the National Mall.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Lead Agency: U.S. Department of Transportation.

Support Agencies: National Capital Planning Commission, D.C. Department of Transportation, Washington Convention and Tourism Corporation, Downtown D.C. Business Improvement District, Office of D.C. Councilmember Sharon Ambrose, and National Park Service.

Comment: In October 2003, the U.S. Department of Transportation released the District of Columbia Tour Bus Management Initiative Final Report. The report, a preliminary feasibility analysis, contains an analysis of potential sites for tour bus parking facilities within the District of Columbia. The report suggests that providing a conservative supply of structured parking spaces in one or more central locations within the District of Columbia may be a financially viable option. Another option is providing surface parking in areas at the periphery of the District to address a substantial share of the demand for tour bus parking spaces.

At its meeting on February 3, 2005, NCPC approved the concept design plans for an Interim Parking Lot at the former Washington Convention Center that will accommodate tour bus parking until new development occurs on the site. At its April 7, 2005 meeting, NCPC approved preliminary and final site and building plans for the Interim Parking Lot.

RFK STADIUM SITE REDEVELOPMENT STUDY

Recommended for Future Programming

Since professional football relocated outside of Washington, D.C., the Robert F. Kennedy Memorial (RFK) Stadium has been underutilized. It will be a temporary home for major league baseball, but this activity, as well as major league soccer, will soon be finding permanent homes in other locations. RFK will be obsolete and its reuse or demolition will be imminent. Located at the terminus of East Capitol Street and along the Anacostia Waterfront, the RFK site is prime real estate. Both the Legacy Plan and the Anacostia Waterfront Initiative (AWI) lay out general visions for the site's redevelopment. The site is also adjacent to Reservation 13, which the District seeks to redevelop into the Hill East neighborhood. Once RFK Stadium is vacated of its major activities, there will be a strong interest in redeveloping the site into something that is worthy of its prominence within the nation's capital. The land on which RFK lies is federal, with the District of Columbia having limited jurisdiction for entertainment purposes. Given this fact, it would be appropriate to do a redevelopment study of the site. The study would assess the recommendations of the Legacy Plan and AWI, and the development proposals for Reservation 13. The study would analyze the site's constraints and opportunities and provide recommendations on potential federal facilities, open space, commemorative works, and possible private development opportunities.

A new project first submitted by NCPC in this FYs 2006-2011 program.

Lead Agency: National Capital Planning Commission.

Project Partners: National Park Service, D.C. Department of Transportation, Anacostia Waterfront Corporation, D.C. Office of Planning, U.S. Army Corps of Engineers, D.C. Sports and Entertainment Commission, Washington Metro Area Transportation Authority.

Maryland

The Federal Capital Improvements Program for FYs 2006-2011 contains a total of 56 proposed projects in Montgomery and Prince George's Counties. All of these projects have been submitted by agencies and are recommended. The estimated total cost of the 56 projects is \$1,270,824,000 for FYs 2006-2011.

MONTGOMERY COUNTY

Fifteen projects are located in Montgomery County with an estimated total cost of \$951,918,000 for FYs 2006-2011. The National Capital Planning Commission recommends all 15 projects and considers them in conformance with Commission and local plans and planning policies.

PRINCE GEORGE'S COUNTY

Forty-nine projects are located in Prince George's County with an estimated total cost of \$318,906,000 for FYs 2006-2011. Of these projects, the National Capital Planning Commission strongly endorses one. This project is considered critical to strategically advancing and implementing significant Commission and local planning policies and initiatives, as well as other important federal interests. The National Capital Planning Commission recommends the remaining forty projects that are considered in conformance with Commission and local plans and planning policies.

Budget Estimates (000 of Dollars)

	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total FYs 2006-2011
Montgomery County Total	417,049	127,600	229,300	173,100	153,818	116,100	152,000	951,918
Prince George's County Total	71,110	60,903	147,251	28,136	26,613	10,800	10,000	318,906
Maryland Total	488,159	188,503	376,551	201,236	180,431	126,900	162,000	1,270,824

Fiscal years may not sum to FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

MONTGOMERY COUNTY

Recommended

GENERAL SERVICES ADMINISTRATION

White Oak

Food and Drug Administration Consolidation

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

Animal Research Center/Central Vivarium

John Edward Porter Neuroscience Research Center, Phase II

Northwest Child Care Facility

Demolish Buildings 14/28/32

South Quad Parking Facility

South Quad Utility Expansion (Chiller/Boiler #7)

Building 37 Basement Renovation

Building 3 Renovation

Laboratory N, Center for the Biology of Disease, South Quad

Laboratory P, Center for the Biology of Disease, South Quad

Buildings 29A & 29B Renovation and Demolition of Building 29

Building 10 Clinical Research Core Renovation

DEPARTMENT OF THE INTERIOR

National Park Service

Restore Seneca Village Historic Scene (Riley's Lock), C&O Canal

DEPARTMENT OF THE NAVY

Naval Surface Warfare Division Carderock

Engineering Management & Logistics Facility

Montgomery County

	Budget Estimates (000 of Dollars)							Total FYs 2006-2011
	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	
Montgomery County Total	417,049	127,600	229,300	173,100	153,818	116,100	152,000	951,918

GENERAL SERVICES ADMINISTRATION

White Oak

FDA Consolidation	332,849	127,600	179,300	73,100	0	-0-	-0-	380,000
Total in Montgomery County	332,849	127,600	179,300	73,100	0	-0-	-0-	380,000

DEPARTMENT OF HEALTH & HUMAN SERVICES

National Institutes of Health, Bethesda Campus

Animal Research Center	17,300	0	0	0	100,000	110,000	0	210,000
Neuroscience Research Center II	66,400	0	50,000	100,000	0	0	0	150,000
Northwest Child Care Facility	500	0	0	0	9,500	0	0	9,500
Demolish Buildings 14/28/32	0	0	0	0	0	1,000	35,000	36,000
South Quad Parking Facility	0	0	0	0	0	1,100	0	1,100
South Quad Utility Expansion	0	0	0	0	4,000	0	40,000	44,000
Building 37 Renovation	0	0	0	0	7,800	0	0	7,800
Building 3 Renovation	0	0	0	0	14,700	0	0	14,700
Laboratory N, South Quad	0	0	0	0	0	0	2,000	2,000
Laboratory P, South Quad	0	0	0	0	0	4,000	0	4,000
Bldgs. 29A & 29B Renovations	0	0	0	0	1,400	0	67,000	68,400
Building 10 Core Renovation	0	0	0	0	0	0	8,000	8,000
Total	84,200	0	50,000	100,000	137,400	116,100	152,000	555,500

DEPARTMENT OF THE INTERIOR

National Park Service

Seneca Village, C&O Canal	-0-	-0-	-0-	-0-	1,818	-0-	-0-	1,818
Total in Montgomery County	-0-	-0-	-0-	-0-	1,818	-0-	-0-	1,818

DEPARTMENT OF THE NAVY

Naval Surface Warfare Division Carderock

Eng. Management & Logistics Facility	-0	-0-	-0-	-0-	14,600	-0-	-0-	14,600
Total in Montgomery County	-0-	-0-	-0-	-0-	14,600	-0-	-0-	14,600

Montgomery County Total	417,049	127,600	229,300	173,100	153,818	116,100	152,000	951,918
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Fiscal years may not sum to FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

Montgomery County

GENERAL SERVICES ADMINISTRATION

WHITE OAK

FOOD AND DRUG ADMINISTRATION CONSOLIDATION

Recommended

\$380,000,000 (estimated project cost during FYs 2006-2011). This project involves the continued design and construction of a new facility on 130 acres totaling 2,215,848 gross square feet of occupiable space. This facility will consolidate the Food and Drug Administration's Center for Drug Evaluation and Research; Center for Devices and Radiological Health; Center for Biologic Evaluation and Research; Office of the Commissioner; and Office of Regulatory Affairs. Modern laboratories, offices, and support space will be provided for these operations. This project will lead to greater performance efficiency at FDA's various centers. The estimated total project cost is \$712,849,000; the project has received \$332,849,000 in prior funding.

This project first appeared in the FYs 1995-1999 program.

Comment: The General Services Administration and the Food and Drug Administration developed an Environmental Impact Statement Supplement that assessed impacts associated with this site. The environmental documentation process was completed in April 1997. At its June 26, 1997 meeting, the Commission approved — except for the parking—a master plan for this site.

At its July 6, 2000 meeting, the Commission approved the design concept plans for FDA's consolidation site. At its December 14, 2000 meeting, the Commission approved preliminary site and building plans for the first building at FDA's consolidation site. On April 5, 2001, the Commission approved the final site and building plans for the Center for Drug Evaluation and Research (CDER) Laboratory. On June 6, 2002, the Commission approved a revision to the FDA Consolidation Master Plan, which indicated an employment level of 6,235 and a parking ratio of one space for every two employees. FDA was required to submit a revised parking plan within nine months of fully occupying the CDER office and work with transit agencies to provide transit service to the site as soon as possible. At its August 1, 2002 meeting, the Commission approved the preliminary and final site and building plans for the CDER building. On February 6, 2003, the Commission approved final site and building plans for Building 100, the Central Utility Plant.

The District of Columbia government continues to be concerned with the General Services Administration over the process by which certain Food and Drug Administration facilities are being proposed for relocation to White Oak and College Park, Maryland. In a letter to GSA, the D.C. Office of Corporation Counsel has taken the position that the relocation plans to date are contrary to the requirements of Executive Order 12072. GSA has advised the D.C. Corporation Counsel of its continuing commitment to the Administration's urban policy as contained in Executive Order 12072 and confirmed in Executive Order 10036. With respect to the FDA consolidation activities in Maryland, it is GSA's position that the consolidation is authorized by law and that the location of the consolidation in Prince George's and Montgomery Counties, Maryland is pursuant to Congressional direction. At its March 3, 2005 meeting the Commission approved the final site and building plans for the North Garage 1 at the FDA consolidated campus at White Oak Federal Research Center. At its April 7, 2005 meeting, the Commission approved the preliminary and final site and building plans for the CDER Office Building 2.

DEPARTMENT OF HEALTH AND HUMAN SERVICES NATIONAL INSTITUTES OF HEALTH

ANIMAL RESEARCH CENTER / CENTRAL VIVARIUM

Recommended

\$210,000,000 (estimated project cost during FYs 2006-2011). This project provides a 27,870-gross-square-meter multi-level Animal Research Center/Central Vivarium to replace present facilities in the Building 14/28/32 complex. The new facility will provide animal holding, receiving, quarantine, and procedure areas; basic and specialized research laboratories; administrative support spaces; and the necessary utilities to comply with the Association for Assessment and Accreditation of Laboratory Animal Care (AAALAC) guidelines. The Animal Research Center/Central Vivarium is a vital part of NIH's research infrastructure and is the initial project in establishing a program for the Center for the Biology of Disease. Animal models continue to be one of the most valuable tools in basic biology and more complex mechanisms of disease. The multi-level facility will replace a marginal and crowded group of facilities with a new facility designed to house non-mammalian species in AAALAC-compliant space. Preliminary planning efforts are ongoing. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$227,300,000; the project has received \$17,300,000 in prior funding.

This project first appeared in the FYs 2000-2004 program under the title, "Central Vivarium."

JOHN EDWARD PORTER NEUROSCIENCE RESEARCH CENTER—PHASE II

Recommended

\$150,000,000 (estimated project cost during FYs 2006-2011). This project involves designing and constructing a 32,981-gross-square-meter multi-story laboratory facility devoted to neuroscience research. The facility, which will support biomedical research, will include laboratory space, an animal facility for rodents, offices, and conference rooms. Once Building 36—a multi-story laboratory building constructed in the 1960s—is demolished and replaced with the new laboratory, the neuroscience research center will be complete.

The basic areas of neuroscience research overlap so extensively that the mission of each related institute would be best served by a combined effort under one roof. The Neuroscience Research Center will speed the rate at which fundamental discoveries are translated into effective neurological and psychiatric treatments.

In addition to the programmatic reasons for this new laboratory, the core facilities in which NIH neuroscientists work are no longer adequate. The neuroscience laboratory facilities at NIH have not kept pace with recent technological breakthroughs. In order to be one of the world's leading centers for technological development, NIH needs state-of-the-art facilities. The new facilities will provide the shared equipment rooms, common areas for lab meetings, seminar rooms, and an auditorium necessary to support collaboration among neuroscientists. The sites for both phases of the project (I and II) are interconnected such that the completed structure will be seen as one building. The planning and design of this facility has been completed. NIH is awaiting funding to begin the demolition of Building 36 and start construction of the new laboratory building. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost \$216,400,000; the project has received \$66,400,000 in prior funding.

This project first appeared in the FYs 2001-2005 program under the title, "National Neuroscience Center."

NORTHWEST CHILD CARE FACILITY

Recommended

\$9,500,000 (estimated total project cost). This project involves the construction of a 2,050-gross-square-meter facility to house 150-175 children. The structure will include classrooms, administrative space, parent/teacher

conference areas, kitchen and laundry facilities, interior and exterior play areas, equipment and utility space, and both general and handicapped parking spaces. To attract and retain a high quality workforce and to enhance staff productivity and performance, it is critical to provide excellent and affordable child care. The current child care centers cannot accommodate increased demands, resulting in growing waiting lists and the inability to satisfy child care needs. Preliminary planning has been done under the 2003 Master Plan update. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$10,000,000; the project has received \$500,000 in prior funding.

This project first appeared in the FYs 2001-2005 program.

DEMOLISH BUILDINGS 14/28/32

Recommended

\$36,000,000 (estimated total project cost). This project calls for demolishing the sprawling, aging, and inefficient Building 14/28/32 Complex to make space available for state-of-the-art research facilities in the south quadrant of the Bethesda campus. If demolition does not take place, the new research and support structures recommended by the approved NIH master plan for this area cannot be made available to respond to current and emerging research demands. Preliminary planning efforts are ongoing. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project.

This project first appeared in the FYs 2001-2005 program.

SOUTH QUAD PARKING FACILITY

Recommended

\$1,100,000 (estimated project cost during FYs 2006-2011). This project calls for the design and construction of a 1,024-vehicle multi-level parking garage in the south quadrant of the NIH Bethesda Campus. Consistent with the approved NIH Master Plan, the facility is required to support personnel housed in all areas of the campus and to replace parking that has been displaced by construction of new facilities and by roadway changes planned in the south quadrant. Preliminary planning has begun. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$39,900,000.

This project first appeared in the FYs 2002-2007 program.

SOUTH QUAD UTILITY EXPANSION (CHILLER/BOILER #7)

Recommended

\$44,000,000 (estimated total project cost). This project calls for designing and installing a steam-generating boiler system and a chiller in Building 11—the NIH Central Plant—on the NIH Bethesda Campus. The project is required to support current and projected facilities planned in the south quadrant, primarily the Animal Research Center/Central Vivarium. The concept design development has been completed. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project.

This project first appeared in the FYs 2001-2005 program under the titles, "South Quad Chiller" and "Boiler #7."

BUILDING 37—BASEMENT RENOVATION

Recommended

\$7,800,000 (estimated total project cost). This project calls for design and construction work to renovate the basement of Building 37 from a decommissioned mechanical space to an expanded area for the Center for Cancer

Research (CCR). This space will be used to expand the vivarium (additional rodent holding and procedure rooms); construct a state-of-the-art imaging facility; and relocate and expand the CCR DNA sequencing facility core service from the second floor. This will result in the most effective use of this space because of its proximity to the other CCR programs housed in Building 37 and the advantages of the basement environment (i.e., slab on grade, minimal vibrations, no windows, easy to secure). Preliminary planning efforts are ongoing. The project is not historically sensitive and does not impact a sensitive area. A review will be conducted to determine the appropriate level of environmental documentation for this project.

This project first appeared in the FYs 2005-2010 program.

BUILDING 3, RENOVATION

Recommended

\$14,700,000 (estimated total project cost). This project involves converting approximately 3,815 gross square meters of mixed-use laboratory and support space into administrative space. The internal space configuration and infrastructure, including mechanical systems, will be modified to provide safe, reliable, and efficient space. The facility has been decontaminated and the demolition of the interior has been completed. The building is eligible for listing in the National Register of Historic Places. There will be no changes or modifications to the exterior of the building. A review will be conducted to determine the appropriate level of environmental documentation for this project.

This project first appeared in the FYs 2005-2010 program.

LABORATORY N, CENTER FOR THE BIOLOGY OF DISEASE, SOUTH QUAD

Recommended

\$2,000,000 (estimated project cost during FYs 2006-2011). This project calls for designing and constructing an approximately 12,825-gross-square-meter multi-story laboratory facility to support continued biomedical research. This facility will provide state-of-the-art space that will help facilitate advancements in research to improve the health of the world's population. The facility will include laboratories, offices, conference rooms, a cafeteria, equipment and cold rooms, a loading dock, and material handling spaces. Planning for this laboratory, which will support the Center for the Biology of Disease, has begun. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$101,300,000.

This project first appeared in the FYs 2002-2007 program.

LABORATORY P, CENTER FOR THE BIOLOGY OF DISEASE, SOUTH QUAD

Recommended

\$4,000,000 (estimated project cost during FYs 2006-2011). This project calls for designing and constructing a 20,800-gross-square-meter multi-story laboratory facility to support continued biomedical research. This facility will provide state-of-the-art space to facilitate research advancements that improve the health of the world's population. The facility will include laboratories, offices, conference rooms, a cafeteria, equipment and cold rooms, a loading dock, and material handling spaces. Preliminary planning for this laboratory, which will support the Center for the Biology of Disease, has begun. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$132,000,000.

This project first appeared in the FYs 2002-2007 program.

BUILDINGS 29A & 29B RENOVATION AND DEMOLITION OF BUILDING 29

Recommended

\$68,400,000 (estimated total project cost). This project involves the renovation of Buildings 29A and 29B and the demolition of Building 29. Approximately 19,453 gross square meters of research space in Buildings 29A and 29B will be renovated into modern laboratory space for use by NIH. The internal space configuration and infrastructure will be modified to provide safe, reliable, and efficient laboratory and support facilities. The mechanical system will be upgraded. Preliminary planning efforts are ongoing. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project.

This project first appeared in the FYs 2005-2010 program.

BUILDING 10 CLINICAL RESEARCH CORE RENOVATION

Recommended

\$8,000,000 (estimated project cost during FYs 2006-2011). This project calls for the study, design, and construction of renovations to the existing Warren G. Magnuson Clinical Center (Building 10) to permit continued use for appropriate research and other functions. The project provides phased renovations to the existing Clinical Center—and its infrastructure supporting systems—to provide adequate code compliant spaces to support biomedical and clinical research. Preliminary planning has begun. This project will be sensitive to the character of historic structures in the vicinity of the facility. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$390,000,000.

This project first appeared in the FYs 2004-2009 program under the title, "Building 10 Renovation, Phases I and II"

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

RESTORE SENECA VILLAGE HISTORIC SCENE (RILEY'S LOCK), C&O CANAL

Recommended

\$1,818,000 (estimated total project cost). This project encompasses the historic rehabilitation and preservation of National Register properties at the C&O Canal National Historic Park: Lockhouse 24; Lift Lock 24; canal prism -mile 23; towpath mile 23; and quarry and lock boat basins; Seneca Creek Aqueduct; and Seneca waste weir. This work will be accomplished through one or more contracts and with the Dry Stone Conservancy. Elements of this project will include providing ADA-compliant accessibility; railings at the aqueduct and lock; new restrooms; interpretive media; and restoration of the cultural landscape. Restoring the cultural landscape will include removing two post-canal era structures containing lead and asbestos and a deteriorated parking area from the flood plain. A new parking area will be constructed on higher ground, which will expand the parking area of a state park. Stabilization and/or restoration of the other structures will also be completed by contract.

This project first appeared in the FYs 2005-2010 program.

DEPARTMENT OF THE NAVY

NAVAL SURFACE WARFARE DIVISION CARDEROCK

ENGINEERING MANAGEMENT & LOGISTICS FACILITY

Recommended

\$14,600,000 (estimated total project cost). This project involves constructing a new 71,860-square-foot facility to include combined research laboratory space; public works shops; and specialized spaces for the curator of models, security, and digital media editing laboratory. The two-story building will be constructed of a steel and concrete frame with a masonry and pre-cast concrete exterior. Built-in equipment includes a loading dock leveler and elevators. Sustainable design features will be integrated into the design and construction. Temporary trailers, relocation of personnel, and demolition of ten dilapidated buildings are included in the scope.

This project first appeared in the FYs 2005-2010 program.

Prince George's County

Recommended and Strongly Endorsed

DEPARTMENT OF THE INTERIOR

National Park Service

Stabilize Fort Washington Park

Recommended

DEPARTMENT OF AGRICULTURE

Beltsville Agricultural Research Center

New Beef Parasitology Facility

New Poultry Parasitology Facility

New Beef Research Facility

Infrastructure 200 Area

New Dairy Maternity Facilities

New Swine Parasitology Facility

New Beef Quarantine

New Four Dairy Heifer Facilities

Animal Immunology

New Calf Shelter

New Plant Science Facility

National Agricultural Library

Replace Tower Windows

NAL, Repair Brick Veneer

Repair to Sidewalks

GENERAL SERVICES ADMINISTRATION

Southern Maryland Courthouse Annex

DEPARTMENT OF HOMELAND SECURITY

Federal Law Enforcement Training Center

Building 1, Administration Building

Building 1A, Classroom and Simulator Building

Building 12, U.S. Capitol Police Tactical Training Building

Building 17, Remote Mail Delivery & Warehouse

Building 5, Four 25 Yd. Indoor Firing Ranges

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Goddard Space Flight Center

Space Sciences Building

I/T Facilities Environmental Control Upgrades, Building 5

Site Utilities Upgrade - Steam Distribution

Modernize Magnetic Test Facility, Area 300

*Proposed Federal Capital Improvements Program FYs 2006-2011
Issued July 21, 2005 For Public Review and Comment*

Repair/Replace Roofs, Various Buildings
Repair Emergency Chiller
Facilities Master Plan Road Upgrade
Restore Buildings 23
North Gate Security Enhancements
Main Substation Transformer Replacement
Rehabilitate HVAC Systems and Controls, Various Buildings
Repair Central Power Plant Equipment
Modify Various Buildings for Accessibility
Rehabilitate Building 5
Restore Chilled Water Distribution System
Repair Domestic Water/Sewer
Replace Low Voltage Electrical Systems, Various Buildings
Upgrade Fire Alarm Systems, Various Buildings

SMITHSONIAN INSTITUTION

Museum Support Center, Suitland
Museum Support Center Pod 5
Museum Support Center Pod 3

Prince George's County

Budget Estimates (000 of Dollars)

	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total FYs 2006-2011
Prince George's County Total	71,110	60,903	147,251	28,136	26,613	10,800	10,000	318,906

DEPARTMENT OF AGRICULTURE

Beltsville Agricultural Research Center

*The Department of Agriculture does not have budget estimates for each fiscal year for these projects.

New Beef Parasitology Facility*	0	0	0	0	0	0	0	1,136
New Poultry Parasitology Facility*	0	0	0	0	0	0	0	3,000
New Beef Research Facility	0	0	0	1,227	0	0	0	1,227
Infrastructure 200 Area	0	3,787	35,652	0	0	0	0	39,439
New Dairy Maternity Facilities	0	0	0	1,209	0	0	0	1,209
New Swine Parasitology Facility	0	0	17,108	0	0	0	0	17,108
New Beef Quarantine*	0	0	0	0	0	0	0	500
New Four Dairy Heifer Facilities	0	240	2,156	0	0	0	0	2,396
Animal Immunology	0	1,942	0	0	0	0	0	1,942
New Calf Shelter*	0	0	0	0	0	0	0	267
New Plant Science Facility*	0	0	0	0	0	0	0	30,300
Subtotal	0	5,969	54,916	2,436	0	0	0	98,524

National Agricultural Library

Replace Tower Windows	0	1,500	0	0	0	0	0	1,500
NAL Modernization-Brick Veneer	1,482	1,200	0	0	0	0	0	1,200
Repair to Sidewalks	0	275	0	0	0	0	0	275
Subtotal	1,482	2,975	0	0	0	0	0	2,975

Total in Prince George's County	1,482	8,944	54,916	2,436	0	0	0	101,499
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GENERAL SERVICES ADMINISTRATION

Southern Maryland Courthouse Annex	-0-	-0-	20,000	-0-	-0-	-0-	-0-	20,000
Total in Prince George's County	-0-	-0-	20,000	-0-	-0-	-0-	-0-	20,000

Fiscal years may not sum to FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total FYs 2006-2011
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DEPARTMENT OF HOMELAND SECURITY

Federal Law Enforcement Training Center

Building 1, Administration Building	347	2,675	-0-	-0-	-0-	-0-	-0-	2,675
Building 1A, Classroom & Simulator	347	3,508	-0-	-0-	-0-	-0-	-0-	3,508
Building 12, U.S. Capital Police	17,500	1,500	16,000	-0-	-0-	-0-	-0-	17,500
Building 17, Remote Mail Delivery	3,300	-0-	300	3,000	-0-	-0-	-0-	3,300
Building 5, Indoor Firing Ranges	-0-	-0-	-0-	300	6,613	-0-	-0-	6,913
Total in Prince George's County	21,494	7,683	16,300	3,300	6,613	-0-	-0-	33,896

DEPARTMENT OF THE INTERIOR

National Park Service

Stabilize Fort Washington	6,299	2,876	-0-	-0-	-0-	-0-	-0-	2,876
Total in Prince George's County	6,299	2,876	-0-	-0-	-0-	-0-	-0-	2,876

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Goddard Space Flight Center

Space Sciences Building	-0-	20,000	30,000	15,000	-0-	-0-	-0-	65,000
I/T Facilities Envir. Control	3,350	-0-	800	-0-	-0-	-0-	-0-	800
Site Utilities Upgrade	1,000	3,500	-0-	-0-	2,400	-0-	2,000	7,900
Modernize Magnetic Test Facility	4,620	1,400	-0-	-0-	-0-	-0-	-0-	1,400
Repair/Replace Roofs	5,900	1,000	600	900	1,000	1,000	1,000	5,500
Repair Emergency Chiller	-0-	5,700	3,200	2,500	-0-	-0-	-0-	11,400
Facilities Master Plan Road Upgrade	-0-	-0-	3,700	1,300	-0-	-0-	-0-	5,000
Restore Bldg. 23	-0-	3,000	-0-	-0-	3,000	-0-	-0-	6,000
North Gate Security	7,800	-0-	-0-	1,500	-0-	-0-	-0-	1,500
Replace Transformer	-0-	-0-	-0-	1,200	-0-	-0-	-0-	1,200
HVAC Controls-Rehabilitate	-0-	-0-	-0-	-0-	800	800	800	2,400
Repair Central Power Plant Equip.	-0-	-0-	-0-	-0-	2,000	2,000	-0-	4,000
Modify Various Bldgs.-Accessibility	-0-	-0-	-0-	-0-	800	900	900	2,600
Rehabilitate Bldg. 5	-0-	-0-	-0-	-0-	-0-	2,000	2,000	4,000
Restore Chilled Water	-0-	-0-	-0-	-0-	-0-	2,000	-0-	2,000
Repair Domestic Water	-0-	-0-	-0-	-0-	-0-	1,000	1,000	2,000
Replace Electrical Systems	-0-	-0-	-0-	-0-	-0-	1,100	1,000	2,100
Upgrade Fire Alarms	-0-	-0-	-0-	0-	-0-	-0-	1,300	1,300
Total in Prince George's County	22,670	32,400	40,500	22,400	10,000	10,800	10,000	126,100

Fiscal years may not sum to FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total FYs 2006-2011
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SMITHSONIAN INSTITUTION

Museum Support Center, Suitland

Museum Support Center Pod 3	0	0	1,000	0	10,000	0	0	11,000
Museum Support Center Pod 5	19,165	9,000	14,535	0	0	0	0	23,535

Total in Prince George's County	19,165	9,000	15,535	0	10,000	0	0	34,535
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Prince George's County Total	71,110	60,903	147,251	28,136	26,613	10,800	10,000	318,906
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Fiscal years may not sum to FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

Prince George's County

DEPARTMENT OF AGRICULTURE BELTSVILLE AGRICULTURAL RESEARCH CENTER

NEW BEEF PARASITOLOGY FACILITY

Recommended

\$1,136,000 (estimated project cost during FYs 2006-2011). This project involves constructing a 2,300-square-foot facility to house animals, from calves to maturity, for studying the effects of nutrition on immune response and parasites that can cause food-borne infections to both farm animals and humans.

This project first appeared in the FYs 2004-2009 program under the title, "Beef Parasitology Facility (Animal Research Complex, Phase 2)."

NEW POULTRY PARASITOLOGY FACILITY

Recommended

\$3,000,000 (estimated project cost during FYs 2006-2011). The project involves the construction of a 16,266-square-foot facility to replace an old and outdated structure. The barn will be used for poultry research related to physiology, pathology, and immunology. The building design process has not yet begun. The Maryland Historical Trust will be contacted and an environmental site assessment will be conducted.

This project first appeared in the FYs 2000-2004 program under the title, "Poultry Parasitology Barn."

Comment: At its October 7, 2004 meeting, through a delegated action, the Executive Director approved the preliminary and final site and building plans to construct a new poultry facility at the Henry A. Wallace Beltsville Agricultural Research Center.

NEW BEEF RESEARCH FACILITY

Recommended

\$1,227,600 (estimated total project cost). The project calls for building a 13,800-square-foot facility to replace the existing outdated facility. The replacement facility, which will have the capacity for 132 animals, will provide space for research on infectious diseases and production. The building design process has not yet begun. The Maryland Historical Trust will be contacted and an environmental site assessment will be conducted.

This project first appeared in the FYs 2000-2004 program under the title, "Beef Research Barn/Calf Facility and Beef Research Facility."

INFRASTRUCTURE 200 AREA

Recommended

\$39,439,000 (estimated total project cost). This project will replace and upgrade utilities in the 200 Area of the Beltsville Agricultural Research Center-East campus. Infrastructure improvements are part of the consolidation aspect of this modernization project.

This project first appeared in the FYs 2005-2010 program.

NEW DAIRY MATERNITY FACILITIES

Recommended

\$1,209,000 (estimated total project cost). The proposed facility will be part of the Livestock and Poultry Sciences Institute. Coordination with the Maryland Historical Trust will be part of this project's preliminary stages and an environment site assessment will be performed.

This project first appeared in the FYs 2005-2010 program.

NEW SWINE PARASITOLOGY FACILITY

Recommended

\$17,108,000 (estimated total project cost). The proposed facility will be part of the Livestock and Poultry Sciences Institute. Due to the age and diversified locations of the swine facilities at the Beltsville Agricultural Research Center, consolidation will improve animal management inefficiencies and security. In the interests of disease prevention, a pathogen-free design concept will be considered. Coordination with the Maryland Historical Trust will be part of this project's preliminary stages and an environment site assessment will be performed.

This project first appeared in the FYs 2005-2010 program.

NEW BEEF QUARANTINE

Recommended

\$500,000 (estimated project cost during FYs 2006-2011). The proposed facility will be part of the Livestock and Poultry Sciences Institute. This facility will properly address the separation of quarantine facilities, but its location has not yet been determined. Coordination with the Maryland Historical Trust will be part of this project's preliminary stages and an environment site assessment will be performed.

This project first appeared in the FYs 2005-2010 program.

NEW FOUR DAIRY HEIFER FACILITIES

Recommended

\$2,396,000 (estimated total project cost). The proposed facility will be part of the Livestock and Poultry Sciences Institute. The facility is intended for calves over three months old and heifers up to 22-26 months. Although its location has not yet been determined, this facility will be part of a combined effort to consolidate laboratory animal and service facilities. Location will be based on the following criteria: compatibility of species; adjacency to pastures; adjacency to existing utilities; movement of livestock on and across Powder Mill and Beaver Dam Roads; and adequate separation of quarantine and parasitology functions. Coordination with the Maryland Historical Trust will be part of this project's preliminary stages and an environment site assessment will be performed.

This project first appeared in the FYs 2005-2010 program.

ANIMAL IMMUNOLOGY

Recommended

\$1,942,000 (estimated total project cost). This project calls for building a 4,900-square-foot facility to house 60 to 100 pigs for up to 12 months. The facility will be staffed by Animal Parasitology and Human Nutrition researchers. Coordination with the Maryland Historical Trust will be part of this project and an environmental site assessment will be performed.

This project first appeared in the FYs 2005-2010 program.

NEW CALF SHELTER

Recommended

\$267,000 (FYs 2006-2011 estimated total project cost). This project involves the construction of a facility as part of the Livestock and Poultry Sciences Institute. Consultation will be coordinated with the Maryland Historical Trust and with the National Capital Planning Commission for preliminary and final approvals.

A new project in this FYs 2006-2011 program.

NEW PLANT SCIENCE FACILITY

Recommended

\$30,300,000 (FYs 2006-2011 estimated total project cost). This project involves constructing a facility to complement the ongoing research at the existing Plant Science Building. Coordination with the Maryland Historical Trust will be part of this project's preliminary stages and an environmental site assessment will be performed.

A new project in this FYs 2006-2011 program.

NATIONAL AGRICULTURAL LIBRARY

REPLACE TOWER WINDOWS

Recommended

\$1,500,000 (estimated total project cost). This project will replace the badly leaking windows on floors 3 through 13. The new windows will match the size, color, and design of the existing windows. The only upgrade will be to switch from single-pane to double-pane. Consultation has occurred with the Maryland Historical Trust and the National Capital Planning Commission; however, since this is a replacement-in-kind project, concurrence was received from the Maryland Historical Trust and no review was required by the National Capital Planning Commission.

A new project in this FYs 2006-2011 program.

NAL MODERNIZATION, REPAIR OF BRICK VENEER

Recommended

\$1,200,000 (estimated project cost during FYs 2006-2011). This project will repair the building's brick façade, which has no weep holes or expansion capability. Five courses of brick will be removed at each shelf angle, and the flashing will be replaced. New brick will be installed with weep holes, extension extender, and a neoprene sponge for expansion. The new brick will match the color and texture of the existing bricks; the brick will be repointed; four expansion joints will be installed on the two all-brick faces; and the new mortar will match the existing. Consultation has occurred with the Maryland Historical Trust and the National Capital Planning Commission; however, since this is a replacement-in-kind project, concurrence was received from the Maryland Historical Trust and no review was required by the National Capital Planning Commission. The estimated total project cost is \$2,682,000; the project has received \$1,482,000 in prior funding.

A new project in this FYs 2006-2011 program.

REPAIR TO SIDEWALKS

Recommended

\$275,000 (estimated project cost during FYs 2006-2011). This replacement-in-kind project will address the sunken concrete aggregate sidewalks surrounding the tower portion of the building. The sidewalks over the years have sunken about four inches, creating a safety hazard. This sinking has also caused water to enter the building during wind-blown rains. The new sidewalks will match the existing concrete aggregate in appearance.

A new project in this FYs 2006-2011 program.

GENERAL SERVICES ADMINISTRATION

SOUTHERN MARYLAND COURTHOUSE ANNEX

Recommended

\$20,000,000 (estimated project cost during FYs 2006-2011). This project calls for designing and constructing the Southern Maryland Courthouse Annex.

This project first appeared in the FYs 2005-2010 program.

DEPARTMENT OF HOMELAND SECURITY

FEDERAL LAW ENFORCEMENT TRAINING CENTER

BUILDING 1, ADMINISTRATION BUILDING

Recommended

\$2,675,000 (estimated project cost during FYs 2006-2011). This project calls for the renovation of a pre-existing two-story brick masonry office building with a basement that totals 25,590 square feet. The building is to serve as the Federal Law Enforcement Training Center's Main administrative offices that support the 373-acre metropolitan Washington DC area law enforcement training center. The renovation design of this building was completed in 2002 and the interior of the building was abated for lead and asbestos during 2003. The building is currently vacant awaiting funding to renovate.

The Administrative building will provide office space for the site Director, his staff, the Administrative Division Chief and his staff of 15 employees currently housed in Building 32, 100, and 101. This will enable FLETC to relocate proposed Tactical Training Division and Professional Development Division instructors and administrative staff in these buildings.

The FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George's County officials. The environmental assessment was completed in 2002 and its "finding of no significant impact" was signed March 1, 2002 and printed in the Federal Register, March 8, 2002. This renovation will not generate any storm water run off impacts or any floodplain or create wetland areas. The project has received \$347,000 in prior funding.

A new project in this FY's 2006-2011 program.

BUILDING 1A, CLASSROOM & SIMULATOR BUILDING

Recommended

\$3,508,000 (estimated project cost during FYs 2006-2011). This project calls for the renovation of a pre-existing two-story brick masonry office building with a basement that totals 33,788 square feet. The building is to serve as the Federal Law Enforcement Training Center's primary classroom and simulator building to meet the FLETC's continued professional development training and education for over 18,000 federal law enforcement officers in the metropolitan Washington DC area. The renovation design of this building was completed in 2002 and the interior of the building was abated for lead and asbestos during 2003. The building is currently vacant awaiting funding to renovate.

The Classroom and Simulator Building will provide 10 large classrooms and 18 smaller break-out meeting rooms, two computer training rooms, six driver simulators, and a ten station firearms training simulator room.

The FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George's County officials. The environmental assessment was completed in 2002 and its "finding of

no significant impact” was signed March 1, 2002 and printed in the Federal Register, March 8, 2002. The project has received \$347,000 in prior funding.

A new project in this FY's 2006-2011 program.

BUILDING 12, U.S. CAPITOL POLICE PRACTICAL APPLICATIONS CENTER

Recommended

\$3,508,000 (estimated project cost during FYs 2006-2011). This project is to construct a new two-story, brick and masonry building with a basement totaling 62,000 square feet. This building is intended to serve the specific in-service law enforcement training needs of the U.S. Capitol Police. This “Practical Application Center (PAC)” will allow for training of U.S. Capitol Police Officers in areas such as visitor processing, prisoner processing, forced entry, hostage recovery and others by incorporating key component spaces such as a mock Capitol visitor Center façade, a mock Gallery and hearing rooms, mock U.S. Capitol staircases(s) and simulation shooting zones. In addition to these simulated training spaces, the Center will also contain much-needed office and classroom spaces to accommodate the growing U.S. Capitol Police training staff. The A&E design of this building was begun December 14, 2004. The land on which the building will be built is currently cleared and vacant awaiting construction.

This building is not subject to any historic preservation issues (Section 106, etc.). The construction phase of this project will be coordinated through the Maryland Department of the Environment (MDE) and the Storm Water Management Program.

The FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-national capital park and planning commission, and Prince George's county officials. The environmental assessment was completed in 2002 and it's “finding of no significant impact” was signed March 1, 2002 and printed in the federal register, March 8, 2002. The project has received \$1,482,000 in prior funding.

A new project in this FY's 2006-2011 program.

BUILDING 17, REMOTE MAIL DELIVERY AND WAREHOUSE

Recommended

\$3,300,000 (estimated project cost during FYs 2006-2011). This project will construct a new two-story, brick, and masonry building with a basement totaling 35,000 square feet. This building is intended to serve as a remote mail delivery site in order to screen in-coming mail for explosives and contaminants, as well as serve as a warehouse for facilities equipment, and supplies. This building is not subject to any historic preservation issues. The construction phase of this project will be coordinated through the Maryland Department of the Environment (MDE) and the Storm Water Management program.

The FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-national capital park and planning commission, and Prince George's county officials. The environmental assessment was completed in 2002 and it's “finding of no significant impact” was signed March 1, 2002 and printed in the federal register, March 1, 2002. The project has received \$1,482,000 in prior funding.

A new project in this FY's 2006-2011 program.

BUILDING 5, FOUR 25 YARD INDOOR FIRING RANGES

Recommended

\$6,913,000 (estimated project cost during FYs 2006-2011). This project will construct a two-story, brick and masonry building with a basement totaling 60,000 square feet. This building will provide four 25 yard indoor firing ranges.

A new project in this FY's 2006-2011 program.

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

STABILIZE FORT WASHINGTON PARK

Recommended and Strongly Endorsed

\$2,876,000 (estimated project cost during FYs 2006-2011). This two-phase project will address urgent problems currently contributing to the short- and long term deterioration of this historic resource. Phase 1 will address and correct problems affecting the stability of the fort's walls, and proper functioning of the supporting drainage systems; and Phase 2 will address and correct those problems currently affecting the stability of supporting earthen terraces, slopes, structural buildings, and features. Vegetation currently destroying the structure and affecting the successful implementation of work will also be removed in both phases. The estimated total cost of this project is \$9,175,000; the project has received \$6,299,000 in prior funding.

This project first appeared in the FYs 1992-1996 program.

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

GODDARD SPACE FLIGHT CENTER

SPACE SCIENCES BUILDING

Recommended

\$65,000,000 (estimated project cost during FYs 2006-2011). This project involves the construction of a 22,300-gross-square-meter facility of laboratory, office, and support space for 750 people.

This project first appeared in the FYs 2003-2008 program.

I/T FACILITIES ENVIRONMENTAL CONTROL UPGRADES, BUILDING 5 PHASE II

Recommended

\$800,000 (estimated project cost during FYs 2006-2011). This project addresses environmental controls (temperature & humidity) and particle count limits within I&T facilities, laboratories, and clean rooms in Building 5. This project represents an institutional requirement at Goddard Space Flight Center, and is consistent with the Facilities Master Plan for the Greenbelt site. The estimated total cost of this project is \$4,150,000; the project has received \$3,350,000 in prior funding.

A new project in this FYs 2006-2011 Program.

SITE UTILITIES UPGRADE - STEAM DISTRIBUTION

Recommended

\$7,900,000 (estimated project cost during FYs 2006-2011). This project will bring underground utility infrastructure to the future Space Science and Commons neighborhood, as outlined in the Facilities Master Plan for the Greenbelt site. The project includes extending chilled water lines from the existing system; upgrading existing steam and condensate lines to allow for development of the area; installing a sanitary sewer connection to the East Campus Outfall; upgrading domestic water lines as required; and installing power and communications lines as required. Work includes all auxiliary manholes, valves, and other equipment required to connect into existing utilities. Redundancy will be installed for critical utilities. The estimated total cost of this project is \$8,900,000; the project has received \$1,000,000 in prior funding.

This project first appeared in the FYs 2001-2005 Program.

MODERNIZE MAGNETIC TEST FACILITY, AREA 300

Recommended

\$1,400,000 (estimated project cost during FYs 2006-2011). This project will provide for the modernization and rehabilitation of Building 305; and consolidate functions of Building 304 into Building 305. Vacant and unused buildings will be demolished after all upgrade work is complete. This project represents an institutional requirement at the Goddard Space Flight Center, and is consistent with the Facilities Master Plan for the Greenbelt site. The estimated total project cost is \$6,020,000; the project has received \$4,620,000 in prior funding.

This project first appeared in the FYs 2001-2005 Program.

REPAIR/REPLACE ROOFS, VARIOUS BUILDINGS

Recommended

\$5,500,000 (estimated project cost during FYs 2006-2011). This project will provide for roof replacement and repair with a modified bitumen roofing system—used center-wide—that includes insulation consistent with current sustainability requirements. Associated work will include flashing and coping. This project will provide for the replacement of various roof sections on Buildings 1, 5, 8, and 28. The estimated total project cost is \$11,400,000; the project has received \$5,900,000 in prior funding.

This project first appeared in the FYs 1986-1990 Program.

REPAIR EMERGENCY CHILLER

Recommended

\$11,400,000 (estimated total project cost). This project replaces Chillers 3 & 4, the Cooling Tower, and associated mechanical and electrical equipment. An emergency chilled water system can serve any designated critical load requirements on the west campus.

This project first appeared in the FYs 2005-2010 Program.

FACILITIES MASTER PLAN ROAD UPGRADE

Recommended

\$5,000,000 (estimated project cost during FYs 2006-2011). This project involves the construction of a new road segment to connect from Soil Conservation Road, at the north side of the site, to Explorer Road, near Building 31. The road will allow for the efficient organization of site activities in a safe, reliable, and environmentally sound manner; and provide a connection to all of the parking lots adjacent to the buildings and neighborhoods. This project represents an institutional requirement at the Goddard Space Flight Center, and is consistent with the current Facilities Master Plan for the Greenbelt site.

This project first appeared in the FYs 2003-2008 program.

RESTORE BUILDINGS 23

Recommended

\$6,000,000 (estimated total project cost). This project represents the final phase in the restoration of the building mechanical systems serving the central core areas of the building. The project is phase six of a seven-phase initiative to restore the interior finishes and mechanical systems in Building 23. The initiative, which addresses the second floor, is intended to extend the usable life of the building. This project phase restores 18,000 square feet (1,672 square meters) and includes replacing HVAC equipment and distribution ductwork; upgrading restroom facilities to current ADA standards; converting to an addressable fire alarm system; and rehabilitating interior finishes (floors, ceilings, and walls).

A new project in this FYs 2006-2011 program.

NORTH GATE SECURITY ENHANCEMENTS

Recommended

\$1,500,000 (FYs 2006-2011 estimated total project cost). This project provides a new northern entrance gate to the Goddard Space Flight Center's Greenbelt site, and improves the southern entrance at Greenbelt Road. The project includes the installation of a new gatehouse; vehicle inspection station; commercial vehicle inspection station; pop-up barriers; tire shredders; perimeter traffic control devices; reinforced planters; fencing; and road improvements for the northern and southern gates. This project has received \$7,800,000 in prior funding.

A new project in this FYs 2006-2011 Program.

MAIN SUBSTATION TRANSFORMER REPLACEMENT

Recommended

\$1,200,000 (estimated total project cost). This project provides all materials, labor, and equipment necessary to replace three 3750 KVA, 34.5 KV/4.16 KV outdoor, oil-filled, pad-mounted transformers at the Goddard Space Flight Center's main substation. The project scope includes the removal and disposal of existing transformers; the installation of temporary wiring to facilitate the replacement; the installation of new transformers; the replacement of all tap changer controls, metering, and inter-connecting wiring; and the recalibration and replacement of the protective relay scheme.

A new project in this FYs 2006-2011 program.

REHABILITATE HVAC SYSTEMS AND CONTROLS, VARIOUS BUILDINGS

Recommended

\$2,400,000 (FYs 2006-2011 estimated project cost). This project provides for a comprehensive reconfiguration of existing control systems and replacement of obsolete and inoperative HVAC controls at the Greenbelt site.

This project first appeared in the FYs 2001-2005 program.

REPAIR CENTRAL POWER PLANT EQUIPMENT

Recommended

\$4,000,000 (estimated project cost during FYs 2006-2011). This project repairs an aging condensate tank, piping, concrete cooling towers, controls, and mechanical equipment.

A new project in this FYs 2006-2011 program.

MODIFY VARIOUS BUILDINGS FOR ACCESSIBILITY

Recommended

\$2,600,000 (estimated project cost during FYs 2006-2011). This project modifies twelve restrooms in various buildings at the Greenbelt site to accommodate persons with disabilities. Modifications also provide accessible paths within the buildings. Architectural modifications include new fixtures and interior finishes, as well as designed paths and clearances required for providing access to and within restroom facilities.

This project first appeared in the FYs 2003-2008 program.

REHABILITATE BUILDING 5

Recommended

\$4,000,000 (estimated project cost during FYs 2006-2011). This project continues a program of correcting serious institutional deficiencies in Building 5. This will provide additional space on the west side of the building for the Microwave Instrument Technology Branch and for other deficient lab areas.

This project first appeared in the FYs 2001-2005 program.

RESTORE CHILLED WATER DISTRIBUTION SYSTEM

Recommended

\$2,000,000 (estimated project cost during FYs 2006-2011). This project is a continuation of the chilled water utility restoration program.

A new project in this FYs 2006-2011 program

REPAIR DOMESTIC WATER/SEWER

Recommended

\$2,000,000 (estimated project cost during FYs 2006-2011). This project repairs sewer piping on the Greenbelt West Campus. Repair and upgrades to fire protection/domestic water piping on the West Campus will also occur.

This project first appeared in the FYs 2005-2010 program.

REPLACE LOW VOLTAGE ELECTRICAL SYSTEMS, VARIOUS BUILDINGS

Recommended

\$2,100,000 (estimated project cost during FYs 2006-2011). This project replaces approximately 102 lighting and power distribution panels ranging in size from 100 amperes to 225 amperes, and two 225-KVA, 480 VAC to 208Y/120 VAC, step-down transformers. Additional work includes minor architectural modifications for relocating existing power panels; grounding conductors for power risers; and minor modifications to existing power feeder conductors and conduit.

This project first appeared in the FYs 2005-2010 program.

UPGRADE FIRE ALARM SYSTEMS, VARIOUS BUILDINGS

Recommended

\$1,300,000 (estimated project cost during FYs 2006-2011). This project replaces Proteomics System III fire alarm systems with computer-based (MXL) fire alarm systems in Buildings 1, 2, and 6. The detection devices will provide complete coverage of all unoccupied spaces, corridors, lobbies, storage areas, equipment rooms, electric vaults, computer rooms, laboratories, and common areas

This project first appeared in the FYs 2003-2008 program.

SMITHSONIAN INSTITUTION MUSEUM SUPPORT CENTER, SUITLAND

MUSEUM SUPPORT CENTER POD 3

Recommended

\$11,000,000 (FYs 2006-2011 estimated total project cost). This project calls for the renovation of Pod 3 to accommodate Smithsonian collections. The renovation includes installing an additional level within the existing pod, and upgrading fire, HVAC, and other systems. There will be no change to the exterior massing.

Pod 3 was constructed as a large box and outfitted with a three-level steel collections storage structure. When attempting to fit the space for collections in alcohol, the design of the system proved to be unwieldy and did not meet current code requirements. The Institution will move the alcohol-stored collections into Pod 5, meeting all life-safety codes and providing appropriate accessibility to the collections by curatorial staff. Pod 3 will be reconfigured to meet the Institution's other collections storage needs. An environmental review was completed as part of the master plan of the Suitland campus—no adverse environmental impact to the surrounding area was identified.

Built in 1983, the facility was designed by architectural firms Keyes, Condon, Florance and Metcalf and Toby. The modern, pre-cast concrete center is a research, conservation, and collection storage facility that provides optimum environments for the storage, preservation, and study of Smithsonian collections. The 524,000-square-

foot facility, located in Suitland, Maryland, houses no public exhibits. Rather, it has four large storage bays and an office-laboratory complex. The building is not open to the public, except for scholars and researchers.

This project first appeared in the FYs 2005-2010 program.

MUSEUM SUPPORT CENTER POD 5

Recommended

\$23,535,000 (FYs 2006-2011 estimated total project cost). This project involves the construction of an addition to the Museum Support Center to house the alcohol collections now located in Pod 3 and in the Natural History Museum. The new pod will contain three levels for storage, with sufficient height at each level to allow space above and around the containers that provides adequate ventilation. Pod 5 will accommodate existing shelving systems utilized by the museum, as well as new shelving and compactor systems that are suitable for use with this kind of collection. A utility and access "street" will connect the pod to the rest of the existing building. Laboratory/research space will provide support to activities related to the alcohol collections. The new pod is in accordance with the approved master plan for the Suitland campus.

The design and construction of Pod 5 is the Smithsonian's highest safety and security project. The Smithsonian has the largest collection of preserved animal species in the world. This irreplaceable collection is at risk of total loss because it is stored in space at the National Museum of Natural History that does not meet numerous fire code standards. The code violations may also pose serious hazards to the building occupants and visitors. The events of September 11 have put a higher level of emphasis and increased necessity on proceeding with this project. The estimated total cost of this project is \$42,700,000; the project has received \$19,165,000 in prior funding.

This project first appeared in the FYs 2003-2008 program.

Comment: On September 9, 2004 the Commission approved the preliminary and final site and building plans for the Pod 5 storage and lab addition.

Virginia

The Federal Capital Improvements Program for FYs 2006-2011 contains 18 proposed projects in Arlington, Fairfax, and Prince William Counties. All of these projects have been submitted by agencies. Three projects are recommended and strongly endorsed and the remaining projects are recommended. The estimated total cost of the projects is \$869,153,000 for FYs 2006-2011.

ARLINGTON COUNTY

Fifteen projects are located in Arlington County with an estimated total cost of \$720,051,000 for FYs 2006-2011. The National Capital Planning Commission recommends twelve of these projects and recommends and strongly endorses three.

FAIRFAX COUNTY

Two projects are located in Fairfax County with an estimated total cost of \$9,102,000 for FYs 2006-2011. NCPC recommends these projects, which conform to NCPC and local plans and policies.

PRINCE WILLIAM COUNTY

One project is located in Prince William County with an estimated total cost of \$140,000,000 for programming in the FYs 2006-2011 period. NCPC recommends this project.

Budget Estimates (000 of Dollars)								
	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total FYs 2006-2011
Arlington County Total	1,177,605	148,351	220,400	111,900	137,700	72,400	29,300	720,051
Fairfax County Total	-0-	6,132	2,970	-0-	-0-	-0-	-0-	9,102
Prince William County Total	4,000	-0-	-0-	-0-	-0-	-0-	-0-	140,000
Virginia Total	1,181,605	154,483	223,370	111,900	137,700	72,400	29,300	869,153

Fiscal years may not sum to FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

ARLINGTON COUNTY

Recommended and Strongly Endorsed

DEPARTMENT OF DEFENSE

The Pentagon

Pentagon Renovation

Air Force Memorial

Pentagon Memorial

Recommended

DEPARTMENT OF THE ARMY

Arlington National Cemetery

Columbarium Phase IV B (Court 7)

Memorial Drive Ramp Realignment

Facility Maintenance Complex Materials Storage Bldg.

Parking Garage Repairs

Millennium Land Development Project

Virginia Rt. 110 Parking Garage Modifications and Entrance

Facility Maintenance Complex Vehicle Storage Bldg.

USS Maine Memorial Restoration

Columbarium Phase V (Court 9)

Land Expansion - Navy Annex

Total Cemetery Management System Development

DEPARTMENT OF THE INTERIOR

National Park Service

Rehabilitate Arlington House

Arlington County

Project Title	Budget Estimates (000 of Dollars)							Total FYs 2006-2011
	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	

DEPARTMENT OF THE ARMY

Arlington National Cemetery

*Arlington National Cemetery has not yet submitted budget estimates for these projects.

Columbarium Phase IV B (Court 7)	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Memorial Drive Ramp Realign	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Facility Maintenance Comp Stor. Bldg.	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Parking Garage Repairs	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Millennium Land Development Proj.	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Parking Garage Entrance Rte. 110	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Facility Maint. Comp Vehicle Stor. Bldg.	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
USS Maine Memorial Restore,	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Columbarium Phase V (Court 9)	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Land Expansion-Navy Annex	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Total Cemetery Management System Development	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Total in Arlington County	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-

DEPARTMENT OF DEFENSE

The Pentagon

Pentagon Renovation	1,149,997	132,600	217,900	111,900	137,700	72,400	29,300	701,800
Air Force Memorial Site Prep	25,608	1,000	-0-	-0-	-0-	-0-	-0-	1,000
Total in Arlington County	1,175,605	133,600	217,900	111,900	137,700	72,400	29,300	702,800

DEPARTMENT OF THE INTERIOR

National Park Service

Rehabilitate Arlington House	-0-	1,251	-0-	-0-	-0-	-0-	-0-	1,251
Total in Arlington County	-0-	1,251	-0-	-0-	-0-	-0-	-0-	1,251

Projects Privately Funded

The following project is funded from private funds, not funds appropriated by the federal government.

DEPARTMENT OF DEFENSE

*Proposed Federal Capital Improvements Program FYs 2006-2011
 Issued July 21, 2005 For Public Review and Comment*

The Pentagon								
Pentagon Memorial	2,000	13,500	2,500	-0-	-0-	-0-	-0-	16,000
Total in Arlington County	2,000	13,500	2,500	-0-	-0-	-0-	-0-	16,000
Arlington County Total	1,177,605	148,351	220,400	111,900	137,700	72,400	29,300	720,051

Arlington County

DEPARTMENT OF THE ARMY ARLINGTON CEMETERY

COLUMBARIUM PHASE 1V-B (COURT 7)

Recommended

The project will construct Court Seven and complements the seven columbaria already constructed. The project has an expanded footprint to allow more niches and will be consistent with existing design, sited symmetrically in accordance with the master plan. Approximately 7,500 niches will be added with this project. A fountain and flagstone walkways are included in the project. The design is complete.

This project first appeared in FYs 2005-2010 program.

MEMORIAL DRIVE RAMP REALIGNMENT

Recommended

Existing vehicular circulation conditions at the intersection of Memorial Drive and the parking garage are problematic. The variety of turning movements, including u-turns on Memorial Drive to access the ramp leading to Route 110 upon exiting the garage, and high volume of pedestrian traffic, have resulted in the installation of both guards and orange traffic cones.

The project will relocate the Route 110 ramp entrance to align more directly with the parking garage exit, thus creating a clear and simple four-way intersection. The realignment project will provide benefits by itself; however it is complementary to the Route 110 Entrance and Parking Modifications project.

This project first appeared in FYs 2005-2010 program.

FACILITIES MAINTENANCE COMPLEX MATERIALS STORAGE BUILDINGS

Recommended

The project is to construct material storage buildings and is phase II of the Facilities Maintenance Complex. The facility will replace demolished buildings in the old warehouse area that has been demolished to prepare for the Millennium Land Development project. The project includes the construction of a 14,200-square-foot covered storage facility for sand, gravel and other materials. The facility is designed to match the style, color, and finish of the existing maintenance complex buildings. A dumpster center is included for green waste from landscaping operations, general paper and office trash, and for construction debris.

This project first appeared in FYs 2005-2010 program.

PARKING GARAGE REPAIRS

Recommended

This project includes making the bus route concrete, repairing the parking structure, and renovating/replacing the irrigation and landscaping planters. The garage has deteriorated due to failure of the structure to divert water to proper drainage. The majority of the designed water shedding and drainage accommodations in place at the structure have deteriorated and/or not functioning as designed. Larger areas of concrete have already spalled and pieces have fallen from the structure. The drainage problems have escalated and could eventually lead to disintegration of structural integrity.

This project first appeared in FYs 2005-2010 program.

MILLENNIUM LAND DEVELOPMENT PROJECT

Recommended

The project combines three separate land parcels-the Old Warehouse Area of the cemetery, Section 29 (transferred from the National Park Service), and the Fort Myer picnic area-into a single 31-acre burial area. The project is estimated to yield 19,000 internment sites and 19,200 niches in a columbarium/retaining wall system, and 5,500 niches integral to the boundary wall on the cemetery side. The project includes site preparation, storm water rerouting, the reconstruction of McNair Drive, the enclosure of a drainage ditch, utility relocation, earthwork, the development of roadways, gates, a columbaria niche wall and walk system, an internment shelter, a boundary wall, and landscaping.

This project first appeared in FYs 2005-2010 program.

VIRGINIA ROUTE 110 ENTRANCE AND PARKING MODIFICATIONS

Recommended

The project will add an entrance to the parking garage from Route 110 and make associated modifications to the bus parking areas and vehicle traffic flow.

This project first appeared in FYs 2005-2010 program.

FACILITIES MAINTENANCE COMPLEX VEHICLE STORAGE BUILDING

Recommended

This project is Phase III of the Facilities Maintenance Complex to construct a vehicle storage building. The building is composed of two bays-one open and one enclosed. The design for the facility is complete.

This project first appeared in FYs 2005-2010 program.

USS MAINE MEMORIAL RESTORATION

Recommended

The project will renovate and restore the mast, granite turret and support wires. The granite gun turret has significant joint failure, which is allowing water to enter the structure. The guy-wires, which stabilize the mast, are coming unwrapped near the turnbuckles. There are tire marks on the bench at the base of the monument.

This project first appeared in FYs 1999-2003 program.

COLUMBARIUM PHASE V (COURT 9)

Recommended

The project constructs Court Nine and complements the eight columbaria courts already constructed. Phase V adds the final element of the original architectural plan to the Columbarium Complex. This columbaria court is a single structure with a significantly expanded footprint from the other columbaria courts in the complex. It will be designed to match the existing courts in form, height, materials, and detail. It is estimated that 15,000 niches will be added during this phase.

This project first appeared in this FYs 2005-2010 program.

LAND EXPANSION-NAVY ANNEX

Recommended

This Program will develop up to 42 acres, when the Navy Annex is transferred to Arlington National Cemetery (ANC) and is part of Master Plan 95. Preliminary designs indicate that 17,400 internment sites and 30,241 niches will be provided to ANC. The scope of work for the project includes: remove two 250-gallon diesel fuel tanks;

remove active fuel tanks; remove/dispose of contaminated soil; remove hazardous building materials, demolish Navy Annex and dispose of 1 million cubic feet of debris; clean the site; realign 12-inch sewer line; relocate utilities; remove parking area debris; and remove boundary wall. Construction activities include: erect new boundary walls; construct niche walls; construct retaining walls with the built in niche, construct pedestrian paths; realign Columbia Pike; construct shelter for funeral services; construct Gate; construct parking area for 50 cars; incorporate landscape architecture and plant buffers.

TOTAL CEMETERY MANAGEMENT SYSTEM DEVELOPMENT

Recommended

This program will provide Arlington National Cemetery (ANC) with:

- Automated Internment Scheduling System (ISS), that will provide an automated mechanism to schedule approximately 30 burials per day and numerous honors ceremonies;
- Geographic Information System (GIS) that will pinpoint the location of internment sites, utilities, and even the natural objects within its 624 acres;
- Electronic Total Data Repository (TDR) that will provide fast information retrieval system for location of persons interred/inurned at ANC for administrative personnel, families, and tourist through desktop workstations, kiosks, and the ANC web site; and
- Electronic Document Management System (EDMS) that will manage and track the flow of documents received and sent by ANC, link the ANC's Complaint and Records Management systems to TCMS and the ANC website.

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REHABILITATE ARLINGTON HOUSE, OUTBUILDINGS, & GROUNDS

Recommended

\$1,251,000 (estimated total project cost). This project will provide for an archeological investigation and monitoring; stabilize foundation drainage; repoint foundation walls; reconstruct basement entries; stabilize pedestrian/vehicular access; grade the substrate to process drainage and ADA accessibility. The project also involves installing a stabilized surface surrounding the house that will match the historic appearance without deteriorating from the historic fabric. Other aspects of the project include rehabilitating historic outbuildings (slave quarters); and stabilizing foundations, masonry construction, and shore wood framing; removing inappropriate stucco treatments and repairing walls to match the building's historic fabric; replacing existing roof systems to match the building's historic appearance; abating hazardous materials; repairing and stabilizing interior finishes; installing and upgrading the electrical, communication, and heating system in the Arlington House and outbuildings; installing a fire suppression system for the Arlington House, the museum/textile storage building, the historic outbuildings, and the curatorial/administrative annex; and installing a dry pipe, low pressure, low volume misting/fogging fire suppression system.

A new project in this FYs 2006-2011 program.

DEPARTMENT OF DEFENSE

THE PENTAGON

PENTAGON RENOVATION

Recommended and Strongly Endorsed

\$701,800,000. On September 11, 2001, a Boeing 757 struck the Pentagon's Wedge 1 on an angle and penetrated into an interior office ring in Wedge 2. Wedge 1 was just five days from completion. Three measures taken during the renovation of Wedge 1 to reinforce the inner and outer walls dramatically slowed the plane as it entered the building, reducing the extent that it penetrated the rings and preventing the immediate collapse of the structure directly above the area of impact. In addition to the rebuilding efforts, the Renovation Program continued with its original scope of work of the continued design and renovation of the 6,500,000-gross-square-foot building to correct health, safety, and building deficiencies. The project includes: the replacement of the heating, ventilating and air-conditioning system; upgrading of the electrical and plumbing systems; installation of a cable management system; removal of asbestos throughout (plaster, ceilings, ductwork, piping); installation of new ceilings, lights, finish flooring, and sprinklers; replacement of failing floor slabs in the basement; renovation of toilets; renovation of special purpose spaces; repair/restoration of exterior finishes; repair/replacement of windows; repair of leaks throughout; realignment of traffic flow on the site; and repairs to bridges, walks, roads, fences, and paving. At the time of the attack, all renovation work was scheduled to be completed in December 2012. The Renovation Program continues to make up lost time and meet the original schedule. The Renovation Program met its personal challenge to relocate personnel back into the E-ring adjacent to the crash site by the one-year anniversary of September 11, 2002. Existing Employment: 25,000; Proposed Employment: 26,000 (1,000 employees will be transferred from elsewhere in the Northern Virginia area). The total project cost of the project is \$1,851,797,000; the project has received \$1,149,997,000 in prior funding.

This project first appeared in FYs 1988-1992 program.

Note: the Pentagon has been appropriated \$925,000,000 for repairs from the Emergency Supplemental Appropriations Act for Recovery from and Response to Terrorist Attacks on the United States, FY 2002 P.L. 107-38.

Comment: The Commission continues to encourage the Department of Defense to consider alternate long-term concepts for the use of the Pentagon's north parking lot that are consistent with the policies in the *Comprehensive Plan for the National Capital*. A policy in the Parks, Open Space, and Natural Features Element of the Comprehensive Plan states that the Pentagon's north parking lot along Boundary Channel should be removed as soon as feasible and restored to a landscaped condition with active or passive recreational uses. The element also contains policies that discourage large paved parking areas and other non-water related development in natural shoreline areas. At its October 7, 1999 meeting the Commission approved the preliminary and final site and building plans for the Pentagon's remote delivery facility. On October 5, 2000 the Commission approved the master plan modification and design concept for the relocation of the Metro entrance facility; and on March 1, 2001 the Commission approved preliminary and final site and building plans for this facility. At its June 2, 2005 meeting the Commission approved the master plan for the Pentagon reservation with the exception of the Transportation Management Plan (TMP).

AIR FORCE MEMORIAL SITE PREPARATION

Recommended and Strongly Endorsed

\$1,000,000 (estimated project cost FY 2006-2011). This project is the preparation of a 3-acre site that is being provided for the use of the Air Force Memorial Foundation in accordance with the National Defense Authorization Act 2002, Section 2863, for the construction of an Air Force Memorial. Work includes the demolition of Wing 8, Federal Building #2 (Navy Annex), as well as preparation of the surrounding land for the construction of the Memorial. The estimated total cost of the project is to be determined. This project has received \$25,608,000 in prior funding.

This project first appeared in FYs 2004-2009 program.

Comment: On March 12, 2003 the Commission approved the conceptual design of the Air Force Memorial. On August 5, 2004 the Commission approved the preliminary and final site and building plans for the Memorial. On March 4, 2005, the site was turned over to the Air Force Memorial Foundation for the memorial construction. FY2006 funding is for landscaping and finish work by the Department of Defense.

PENTAGON MEMORIAL

Recommended and Strongly Endorsed

\$16,000,000. The Pentagon Memorial Project is a joint effort between various organizations to construct a memorial commemorating the September 11, 2001 terrorist attack on the Pentagon and the 184 innocent lives lost in the Pentagon and on American Airlines Flight 77. The Memorial site occupies approximately two acres on the west side of the Pentagon, in line with the path of Flight 77 and within view of the Pentagon's impacted area. The concept design is a Memorial Park inscribed with one hundred eighty-four memorial units (benches). Each unit is dedicated to an individual victim and engraved with a name.

Elegant in its self-supporting form, the cast aluminum memorial unit is at once a glowing light pool, a cantilevered bench and a place for the permanent inscription of each victim's name. A polyester composite matrix-gravel mix is poured into the memorial unit, thus acting as a glue to support and float the gravel above the light pool. Disbursed throughout the entire site, the porous stabilized gravel field is contained within two perimeter benches that serve as planters for ornamental grasses. These grasses act as a soft screen demarcating the boundary of the memorial park. Further, the combined length of the perimeter benches plus the bench portion of each memorial unit provides more than 2,100 linear feet of seating surface. The estimated total cost is \$18,000,000; the project has received \$2,000,000 in prior funding. This project is funded from private contributions and donations, not funds appropriated by the federal government.

This project first appeared in FYs 2004-2009 program.

Comment: On September 1, 2002 the Commission approved the selected site for the Pentagon Memorial. At its June 5, 2003 meeting, the Commission approved the conceptual design of the Pentagon Memorial.

Fairfax County

Project Title	Budget Estimates (000 of Dollars)							Total FYs 2006-2011
	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	

DEPARTMENT OF THE INTERIOR

National Park Service

Great Falls Visitor Center Repair	-0-	1,847	-0-	-0-	-0-	-0-	-0-	1,847
Replace Main Gate at Filene Center	-0-	4,285	2,970	-0-	-0-	-0-	-0-	7,255
Total in Fairfax County	-0-	6,132	2,970	-0-	-0-	-0-	-0-	9,102
<hr/>								
Fairfax County Total	-0-	6,132	2,970	-0-	-0-	-0-	-0-	9,102

Fairfax County

DEPARTMENT OF THE ARMY

MILITARY DISTRICT OF WASHINGTON, FORT BELVOIR

This facility is included in the Base Realignment and Closure (BRAC) Recommendations. See pages 29-32.

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPAIR/REHABILITATE GREAT FALLS VISITOR CENTER & FACILITIES

Recommended

\$1,847,000 (estimated total project cost) This project calls for rehabilitating facilities to ensure that structures meet ADA requirements for employees and visitors; upgrading the HVAC system to address severe moisture problems that are leading to major destruction of significant cultural resources; upgrading the electrical system to eliminate identified hazards and violations; completing essential preservation maintenance on the structure to correct damage caused by excessive moisture problems and to eliminate safety and health violations and concerns; flood-proofing the first floor visitor areas in a sustainable method; upgrading visitor restroom facilities; conducting a historical furnishing study for the lockhouse section; and restoring the surrounding landscape to evoke a historical perspective.

This project first appeared in the FYs 2005-2010 program.

REPLACE MAIN GATE FACILITY AT FILENE CENTER, WOLF TRAP

Recommended

\$7,255,000 (estimated total project cost). This project calls for replacing the functionally obsolete Filene Center's Main Gate structure and three trailers to provide enhanced security, health, and safety for park visitors and employees. The Main Gate is the entryway to the Filene Center, a premiere amphitheater with annual attendance of 500,000 patrons at 90-100 summer performances. Members of Congress, high-ranking government officials, and foreign dignitaries frequently attend performances and use these facilities. Renamed in August 2002 as Wolf Trap National Park for the Performing Arts, it stands alone as the only national park dedicated solely to the performing arts. The present Main Gate, constructed in the late 1960s, serves as the box office, the theater concession stand, and the primary restroom facilities for visitor use. The temporary trailers, dating from the same era, serve as office/operational space for usher, interpretation, U.S. Park Police, and ticket services staff. None of these four structures meets current Uniform Building codes or ADA standards, nor are they adequate to meet the needs of park visitors, partners' employees (The Wolf Trap Foundation), or NPS employees.

The new main gate complex will provide adequate services for visitors, including restroom facilities, a box office, and concessions areas. Park rangers, U.S. Park Police, ushers, and volunteers will be equipped to provide professional and efficient visitor services, including security and emergency response. Employees of both the National Park Service and the Wolf Trap Foundation will have adequate work environments, with ready access to running water and restrooms, sufficient workspace, and improved life safety, security, and information technology systems. Sustainable designs and materials will be utilized and all ADA codes will be met for employee and visitor use.

This project first appeared in the FYs 2005-2010 program.

Prince William County

Project Title	Prior Funding	Budget Estimates (000 of Dollars)						Total FYs 2006-2011
		FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	
Prince William County Total	4,000	0	-0-	-0-	-0-	-0-	-0-	140,000

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

* The Federal Highway Administration does not have budget estimates for each fiscal year for this project.

Manassas Battlefield Park Bypass	4,000	0	0	0	0	0	0	140,000
Total in Prince William County	4,000	0	0	0	0	0	0	140,000

Prince William County

DEPARTMENT OF TRANSPORTATION

MANASSAS BATTLEFIELD PARK BYPASS STUDY

Recommended

This project calls for developing alternatives that will allow for the closure of the portions of Routes 29 (Lee Highway) and 234 (Sudley Road) that currently transect the Manassas National Battlefield Park. The alternatives will provide other means of traveling through the Park. The Manassas National Battlefield Park Bypass Study was initiated to meet the requirements of Public Law 100-647, cited as the Manassas National Battlefield Park Amendments Act of 1988. The Congress authorized \$30 million for this project at that time. Funds were appropriated in FY 2001 to conduct an Environmental Impact Statement (EIS). The Draft EIS is anticipated to be completed by the end of December 2004. The total project cost is estimated at \$140,000,000; the project has received \$4,000,000 in prior funding.

A new project in this FYs 2006-2011 program.

National Capital Region

The Federal Capital Improvements Program for FYs 2006-2011 contains a total of 13 proposed projects within the National Capital Region—these projects either have cross-jurisdictional borders or no specified location. Of this total, three projects—the Woodrow Wilson Bridge Replacement; the 14th Street Bridge/George Washington Memorial Parkway Corridor Improvements project; and the I-95/495 and Baltimore Washington Parkway Bridge Improvements project—have been submitted by other agencies and are recommended. The remaining ten projects have been submitted by the National Capital Planning Commission (NCPC or the Commission) and are recommended for future programming in agency budgets.

The estimated total cost of the Woodrow Wilson Bridge Replacement project for FYs 2006-2011 is \$517,916,000. NCPC considers this project in conformance with Commission and local plans and policies.

NCPC recommends that the appropriate agencies program the remaining ten projects in their budgets as soon as fiscal and budgetary conditions permit.

Recommended

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

14th Street Bridge/George Washington Memorial Parkway Corridor Improvements

I-95/495 and Baltimore Washington Parkway (MD 295) Bridge Improvements

Woodrow Wilson Bridge Replacement

Recommended for Future Programming

DEPARTMENT OF THE INTERIOR

Boundary Markers of the Nation's Capital (not mapped)

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

High Speed Rail to Baltimore-Washington International Airport (not mapped)

Federal Transit Administration

Dulles Corridor Rapid Transit Project (not mapped)

Light Rail Projects in the District of Columbia, Virginia, and Maryland (not mapped)

ALL AGENCIES

Address Urgent Capital Priorities of the Metro System and Expand Capacity of Metrorail (not mapped)

Regional Visitor's Center and Information Kiosks (not mapped)

Future Site Acquisitions for Memorial and Museum Uses (not mapped)

Water Taxi System (not mapped)

Regional Park System (not mapped)

Regional "Blue Trail" System (not mapped)

District of Columbia, Maryland, and Virginia

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total FYs 2006-2011
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

14 th Street Bridge/GW Parkway	8,480	0	0	0	0	0	0	0
I-95/495 B-W Parkway Bridge	4,000	0	0	0	0	0	0	0
Woodrow Wilson Bridge	1,811,359	87,337	104,288	141,868	63,149	71,527	49,747	517,916
NCR Total	1,823,439	87,337	104,288	141,868	63,149	71,527	49,747	517,916

Fiscal years may not sum to FYs 2006-2011 total due to non-reporting of individual FY budget requests on some projects.

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

14TH STREET BRIDGE/GEORGE WASHINGTON MEMORIAL PARKWAY CORRIDOR IMPROVEMENTS

Recommended

This project will develop alternatives to address congestion and safety problems on I-395—in the 14th Street Bridge corridor—from Route 27 in Arlington County to the New York Avenue tunnel entrance (I-395 tunnel under the National Mall, SE) in Washington, D.C. An Environmental Assessment to address safety problems on the George Washington Memorial Parkway in this corridor has been completed. This study recommended replacing Humpback Bridge and constructing a new bridge to Columbia Island Marina from Boundary Channel Drive. A detailed cost estimate is to be provided after an Environmental Impact Statement has been completed. The project has received \$8,480,000 in prior funding.

A new project in this FYs 2006-2011 program.

I-95/495 AND BALTIMORE WASHINGTON PARKWAY (MD 295) BRIDGE IMPROVEMENTS

Recommended

This project calls for rehabilitating the Baltimore Washington Parkway bridges (MD 295) over the Capital Beltway (I-95/I-495) in Greenbelt and Prince George's County, Maryland. The project has received \$4,000,000 in prior funding.

A new project in this FYs 2006-2011 program.

WOODROW WILSON BRIDGE REPLACEMENT

Recommended

\$517,916,000 (estimated project cost during FYs 2006-2011). This project replaces the existing six-lane Woodrow Wilson Bridge with a new 12-lane bascule bridge immediately south of the existing bridge. The project also includes reconstructing part of I-95/I-495 (Capital Beltway) from just west of Telegraph Road in Virginia to just east of Maryland Route 210 (including the Telegraph Road and US Route 1 interchanges in Virginia and the I-295 and MD 210 interchanges in Maryland). The new bridge will function with ten lanes but is designed to accommodate two additional lanes for HOV/express bus or rail transit use. In addition, a 12-foot-wide access path for pedestrians and bicyclists will be included. Structural and operational deficiencies associated with the existing bridge necessitate its replacement. The width of the new bridge and operational problems with the existing interchanges requires the reconstruction of the four interchanges and approach roadways. Terrorism countermeasures, to the extent deemed feasible and reasonable, will be incorporated into the construction of the new bridge. The estimated total cost of the project is \$2,449,299,325; the project received \$1,811,359,000 in prior federal and state funding.

Section 106 coordination on project-related impacts to historic and archeological resources was undertaken as a part of the project's environmental study and summarized in a Final Environmental Impact Statement issued in September 1996. A Memorandum of Agreement (MOA) was developed and signed in 1997 under the provisions of the National Historic Preservation Act to address archaeological and historic preservation issues that could not be addressed until more detailed design work could be accomplished. A Design Review Working Group was formed and has met during key design review periods to provide input on project design details relating to the project's impact on historic and archaeological features. Draft and Final Supplemental Environmental Impact Statements were prepared and released for public review and comment in January and April of 2000, respectively. These documents provided information on ongoing Section 106 coordination under the provisions of the 1997 MOA. The Design Review Working Group will continue to monitor project design issues; provide comments up to the time that final contract plans are approved; and address any construction-related issues that might arise during the course of building the project.

The following documents have been prepared and circulated for public review as part of the study of impacts associated with this project:

- 1991 Draft Environmental Impact Statement
- January 1996 Supplemental Environmental Impact Statement
- July 1996 Supplemental Environmental Impact Statement
- September 1997 Final Environmental Impact Statement
- November 25, 1997 Record of Decision
- January 2000 Draft Supplemental Environmental Impact Statement
- April 2000 Final Supplemental Environmental Impact Statement
- June 16, 2000 Record of Decision
- July 27, 2000 U.S. Army Corps of Engineers Section 404 Permit
- September 10, 2001 National Park Service Environmental Assessment of proposed mitigation plan for Jones Point Park

This project first appeared in the FYs 2000-2004 program.

Comment: NCPC has reviewed several stages of the Woodrow Wilson Bridge project:

- April 8, 1999: NCPC approved the design concept plans for the replacement of the Woodrow Wilson Bridge.
- August 3, 2000: NCPC approved preliminary site and building plans and final foundation and Phase 1 dredging plans for the replacement.

- March 1, 2001: NCPC approved preliminary site and building plans for the urban deck overpass at Washington Street; improvements to Jones Point Park in Alexandria, VA; and development of the new Potomac River Waterfront Community Park at Rosalie Island.
- August 2, 2001: NCPC approved final building plans for the bridge structure and operator's house.
- November 1, 2001: NCPC approved the revised preliminary and final site and building plans for the urban deck overpass at Washington Street in Alexandria, Virginia, and requested that—in the preparation of subsequent plan submissions involving the Potomac River Waterfront Community Park—the FHWA ensure a high standard of design for the lighting, buildings, and signage planned for that area.
- April 4, 2002: NCPC approved preliminary and final site development plans for the Woodrow Wilson Bridge Memorial Medallions.
- August 5, 2004: NCPC approved preliminary and final site development plans for the Woodrow Wilson Bridge Potomac River Waterfront Park.

The Commission recommends that the following projects be included in agency budgets as soon as fiscal and budgetary conditions permit.

DEPARTMENT OF THE INTERIOR

BOUNDARY MARKERS FOR THE NATION'S CAPITAL

Recommended for Future Programming

This project calls for repairing and maintaining the 40 boundary markers that were placed in the nation's capital in 1791 and 1792.

This project was first submitted by NCPC in the FYs 1981-1985 program.

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

HIGH SPEED RAIL TO BALTIMORE-WASHINGTON INTERNATIONAL AIRPORT

Recommended for Future Programming

NCPC supported the concept of providing direct rail service to Baltimore-Washington International Airport in its 1997 *Legacy Plan*. Providing rapid rail service between Washington and cities along the Northeast corridor is a stated goal in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: The design and construction of a maglev (magnetic levitation train) demonstration project between Camden Yards in Baltimore, Maryland and Union Station in Washington, D.C.—with service to Baltimore-Washington International Airport—has been under study since 1994. Preliminary studies indicate that the project would serve between 20,000 and 40,000 trips per day, even with continued Amtrak service in the corridor. It would provide residents and visitors to Washington with a second airport only 15 minutes from Union Station and reduce pressure on Ronald Reagan Washington National Airport, which is operating at capacity with rationing of gate slots. The project is visualized as the initial stage of a high-speed maglev system that would serve the entire Northeast Corridor between Boston, MA and Charlotte, NC. Currently, the Federal Railroad Administration has funded an Environmental Impact Statement for this project, and is currently considering whether to proceed to the design phase.

FEDERAL TRANSIT ADMINISTRATION

DULLES CORRIDOR RAPID TRANSIT PROJECT

Recommended for Future Programming

This project calls for the design and construction of light rail, heavy rail, or rapid bus transit in exclusive right-of-way between Metrorail's Orange Line and Dulles International Airport via Tyson's Corner, Virginia. The draft Environmental Impact Statement, completed in FY 2002, recommends Metrorail. The final Environmental Impact Statement, released in December 2004, informs decision makers and the public about the selection of the Metrorail extension and the potential consequences of implementing the proposed extension in the corridor. On March 2, 2005, the Federal Transit Administration issued a Record of Decision for the project. The Record of Decision describes the basis of the decision in selecting the Locally Preferred Alternative, identifies the alternatives that were considered, and summarizes the mitigation measures that will be implemented to address the project's adverse environmental impacts.

This project was first submitted by NCPC in the FYs 2004-2009 program.

LIGHT RAIL PROJECTS IN THE DISTRICT OF COLUMBIA, VIRGINIA, AND MARYLAND

Recommended for Future Programming

This project calls for various light rail projects that complement the existing regional transit system, including the Inner Purple Line in Montgomery and Prince George's Counties in Maryland; the trolley system in the District of Columbia; and light rail in the Route 1 Corridor in Arlington County and the City of Alexandria in Virginia.

As part of its trolley system, the District of Columbia has developed the Anacostia Corridor Demonstration Project. As originally conceived, the project was a six-stop, modern streetcar service designed to travel along a 2.7-mile, unused CSX right-of-way adjacent to the neighborhoods of Fairlawn, Anacostia, and Barry Farm. However, difficulties negotiating a satisfactory agreement for the purchase and/or use of the CSX Shepard Industrial Spur right-of-way have prompted consideration of an alignment that uses city streets. The proposed street-running alignment would serve the same communities as the original plan, and it provides an opportunity to identify additional stop locations along the proposed route. During the summer of 2005, the District of Columbia's Department of Transportation will hold meetings to gather comments and suggestions from the public about the proposed changes.

This project first was submitted by NCPC in the FYs 2004-2009 program.

Comment: NCPC's *Comprehensive Plan for the National Capital: Federal Elements* recommends planning and implementing regional transportation systems—operated by state and local governments and other authorities—that accommodate the transportation requirements of federal facilities, including employee, visitor, and service needs.

ALL AGENCIES

ADDRESS URGENT CAPITAL PRIORITIES OF THE METRO SYSTEM AND EXPAND CAPACITY OF METRORAIL

Recommended for Future Programming

This project supports adequate funding for urgent capital priorities of the Washington Metropolitan Area Transit Authority (WMATA), which is experiencing a looming fiscal crisis that is adversely affecting the regional bus and rail transit system. Increased crowding and decreased reliability could drive commuters back into their cars and onto the region's already congested roadways—actions that would worsen an already "severe" regional air pollution level. In order to meet projected passenger demand, the project calls for the purchase of additional rail cars and the design and construction of capacity improvements to rail stations, power supplies, and other equipment.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: NCPC's 1997 *Legacy Plan* supports the expansion of Metrorail. In addition, the Commission's *Comprehensive Plan for the National Capital: Federal Elements* promotes the federal government's cooperation with local authorities in completing and extending Metrorail; encourages the provision of public transportation to areas of the region with high numbers of transit-dependent federal employees; and promotes transit to federal visitor and tourist attractions.

At its meeting on April 1, 2004, NCPC adopted a resolution that summarizes the current issues facing Metro; the future projected WMATA budget deficit; the importance of the Metro system to the federal government and the region; and the need to increase WMATA's budget to maintain the Metro system in the future. Specifically, the resolution:

- Recognizes the major role the Metro system plays in the "health" of the Washington metropolitan area economy and in improving the operational efficiency of the federal government.
- Endorses the need for a renewed partnership between the federal, state, and local governments to meet WMATA's funding needs to preserve the WMATA mass transit system and allow for it to adequately meet the growing ridership needs in the region.
- Encourages: a robust federal surface transportation reauthorization legislation; separate federal funding for WMATA; and committed state and local support to address WMATA's urgent capital priorities.

Federal Interest: It is in the best interest of the federal government to encourage employees to use transit in order to reduce demand on the region's limited roadway transportation capacity. The current levels of traffic congestion and poor air quality degrade federal employees' quality of life and impact the federal government's ability to conduct business.

REGIONAL VISITOR CENTER AND INFORMATION KIOSKS

Recommended for Future Programming

This project explores opportunities for an easily accessible and comprehensive visitor orientation/information center at a prominent location in the monumental core. The center would provide visitors with information on regional attractions and the development and history of Washington, D.C. as the nation's capital. The proposal also calls for locating supplemental information kiosks and/or smaller centers at highly visited areas throughout the region (including major transportation centers and federal and local attractions).

This project was first submitted by the Commission in the FYs 2004-2009 program.

Comment: The development of a comprehensive visitor center in the monumental core—as well as supplemental information kiosks throughout the region—are stated goals in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

FUTURE SITE ACQUISITIONS FOR MEMORIAL AND MUSEUM USES

Recommended for Future Programming

This project seeks to advance NCPC's *Memorials and Museums Master Plan* by studying the feasibility of acquiring or preserving specific sites or parcels identified within the Master Plan. This could be accomplished by leveraging public and private funds and partnering with other governmental agencies and private organizations.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: NCPC first introduced this concept in its 1997 *Legacy Plan*.

WATER TAXI SYSTEM

Recommended for Future Programming

This project supports the study and implementation of a water taxi system with landings along both sides of the Anacostia and Potomac River waterfronts. As envisioned, the system would serve existing active waterfront areas and planned development associated with the Anacostia Waterfront Initiative; the South Capitol Street

development plan; the redevelopment of the Southwest Waterfront at Maine Avenue; access improvements at the Kennedy Center; and development of a new waterfront park in Georgetown. The system should supplement the existing transportation system by giving commuters and visitors an alternative transportation mode.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: NCPC first introduced this concept in its 1997 *Legacy Plan*.

REGIONAL PARK SYSTEM

Recommended for Future Programming

This project seeks to protect or acquire, in coordination with local jurisdictions, a connected outer ring of major open spaces at the periphery of the region that link new and existing local properties with federal properties. This will provide a varied zone that encompasses continuous wildlife habitats, local recreational amenities, and federal research and training areas.

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: The development of a comprehensive open space system throughout the region is a stated goal in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

REGIONAL "BLUE TRAIL" SYSTEM

Recommended for Future Programming

This project calls for the development of a "blue trail" for paddle and rowing crafts on or within the waterways of the National Capital Region. The trail would incorporate appropriate signage and landing facilities along the Potomac and Anacostia Rivers, especially in those areas where key destinations are located on or near the rivers' edges (e.g., National Arboretum, Kenilworth Aquatic Gardens, and the Navy Yard Historical Museum).

This project was first submitted by NCPC in the FYs 2004-2009 program.

Comment: NCPC's *Comprehensive Plan for the National Capital: Federal Elements* encourages the development of rowing activities and related support facilities as the region's river water quality improves.

APPENDIX A: PROJECTS LISTED BY RECOMMENDATION AND INITIAL
SUBMITTAL YEAR

APPENDIX B: STATUS OF FEDERAL CONSTRUCTION

APPENDIX C: STATUS OF MASTER PLANS FOR INSTALLATIONS
INCLUDED IN THE PROGRAM

These Sections will be provided for the final proposed FCIP document.